

TO : MEDTC
Attn: [REDACTED]
FROM : SCR PNH

DATE : 5 September 1973
REF. No. : SCR/PNH73122

SUBJECT : Monthly Report - August 1973

During this reporting period there has been a number of changes, with the ending of the U.S. Combat Role in the Khmer Republic, more emphasis has been placed on the combat effectiveness of the KAF.

The sorties have increased in all Squadrons with a visible improvement in morale and motivation in most areas. The problem of middle management, pre-planning continues to slow down the effectiveness in other areas. The lack of job delegation and authority in some departments imposes problems, in that at times production ceases to exist due to no one available to make a decision or sign paper works, such as parts request (1150's) work orders.

The age old problem of parts shortages causing KCES/G aircraft, and in numerous case the parts must be cannibalized from one aircraft to others to keep the remainder of the aircraft flying, this of course costs many additional man/hours to remove and replace and there is always the possibility of damaging a good part during removal.

In summarizing a general improvement has been noticed however, in some areas a more aggressive plan of improvement is required.

Technical Training Section

Section I. General

The On-the-job training for the E30T/15 students started on the 1st week of August as planned, however, out of the original 63 students slated to attend, only 10 were available for training after the detail of some to out country schooling and to Ground Communications. The career fields are as follows: 8 - Armament; 1 - Radio; and 1 - Electrical/Instrument. These students were given instructions on general subjects such as Handtools, AF Technical Order System, Aircraft Hardware, Shop Mathematics, and Ground Safety. These subjects will be of great advantage to them whether they will work in the shops of line. At the present, the students are undergoing further OJT in their respective career fields (line and shop) under the control of a training instructor and the shop chief concerned. After four weeks, they will be released from the training section and will be given permanent assignment.

The English classes (4-hour a day) had been conducted as usual but student attendance is gradually decreasing. This has caused very slow progress and may result in the overshooting of the time limit intended for it.

The seven instructors meanwhile have continued to prepare lesson plans since the maintenance activities had failed to supply enough students for a course in spite of repeated requests for students.

Training records and reports to higher headquarters had been duly accomplished after the completion of each course.

Section II. Training Accomplished.

<u>No. of Students</u>	<u>Subject</u>	<u>Trng hours</u>	<u>Type of Trng</u>
15	English, class I	396	Classroom/OJT
15	English, class II	270	Classroom/OJT
10	Handtools	88	Classroom/OJT
4	Instrument System, C-47	46	Classroom/OJT
10	AF Technical Order System	100	Classroom/OJT
10	Ground Safety	130	Classroom/OJT
10	Aircraft Standard Hardware	260	Classroom
10	Shop Mathematics	300	Classroom
10	Handtools	210	Classroom/OJT

Section III. Problems

Training section is badly in need of a typewriter and a ditto machine. Lack of these equipment had caused a considerable delay in preparing reports, training records, student tests, and attendance rosters.

White chalk and drawing ink (blue and black) are likewise needed. Requisitions for chalk had been repeatedly submitted but as usual, no stock is available. The drawing ink will be used to update all charts and training schedules.

Some instructors have been out of the classrooms for quite a while through no fault of theirs. The problem is how to get enough students in order to be able to conduct a class. So far, the maintenance activities had not been able to supply them.

Section IV. Plans

- a. To start the preparation of a master test file. This file will include all courses to be conducted at training section. Each question will be typed on a card and when a test will be administered, the instructor will just pull out the questions and type them on a question sheet. This will not only provide a standard testing system but also help the instructors in as much as they have very limited capability in preparing thought provoking questions and also due to their poor English proficiency.
- b. To start new courses if the maintenance activities can supply enough students. A request for students and a list of courses to be conducted had already been forwarded to section OIC's.
- c. To update all charts and schedules.

AC-47/C-47 Program

This program was fairly routine during the month. The program still has the same major problems, lack of Pilots for functional check flights after maintenance has released aircraft. Many aircraft have in past remained on the ground for several days due to this problem.

Two(2) aircraft accidents occurred during the month, 43-15773 sustained substantial damage to left hand wing tip while aircraft was taxiing at out station airfield, it was reported that Pilot taxied into a palm tree which required the complete wing tip to be replaced in order to release the aircraft. Tail number 42-92295 sustained major damage to horizontal stabilizer while on air drop mission. The complete horizontal stabilizer had to be replaced to release the aircraft, and was removed from a deactivated aircraft #918 to satisfy the requirement and prevent excessive down time for repair. The Sheetmetal Shop now in process of repair and horizontal stabilizer will be turned into Supply for spare. Aircraft 43-48101 was down the better part of the month due loose rivets on control column, this entire assembly had to be removed from the aircraft to facilitate repair, this was primarily due to improper tools available.

Poor aircraft scheduling between operations and maintenance resulted in several aircraft input for 100 hour P.E. Inspection at the same time. This section does not have sufficient manpower to cope with this situation.

Three(3) C-47 aircraft were NORS the entire month. These aircraft are awaiting engine conversion from R1830-92 to R1830-90D. It is recommended that these cargo aircraft be afforded priority by all concerned until they are released for operational use. It is further recommended that some of the operational C-47 be sent out-country for P.E.'s so as to allow the C-47 mechanics to assist Heavy Services on the modification. At present and past rate of progress it will take from two (2) to four(4) months to complete the modification on the three (3) remaining aircraft.

AU-24A Program

The AU-24A program continued to operate fairly smooth during the month. Two(2) aircraft were NORS the entire month. Very little progress was noted in efforts to try and get these two(2) aircraft operational even with the continual prodding of the Advisors. The primary reason for this is the disinterested attitude OIC of this section. If drastic measures are not taken it is felt the squadron will continue to deteriorate and O/R will drop to an all time low.

Aircraft 72-1332 crashed out station and will not be recovered. Aircraft 72-1325 was damaged out station, exact extent of damage is unknown at this time. However, it was reported that Pilot taxied into revetment incurring sufficient damage to horizontal stabilizer to require replacement.

Aircraft 72-1321 sustained battle damage while operating out station, the engine will have to be changed to recover this aircraft. Tail section repairs of aircraft 72-1333 and 72-1331 were completed during the month. The horizontal stabilizer was cannibalized for aircraft 72-1325, and there seems to be a work stoppage on completing the reassembly, of both aircraft.

O-1A/O-1D Program

This program overall operation remained about the same as previous month. Two(2) aircraft sustained major damage during landing at Pochentong, these aircraft will be repaired locally. One Advisor has been assigned to this program during the month. Following are out-standing discrepancies that he has noted during his first week.

1. Pitot covers not installed, and in most cases covers missing, when aircraft are secured.
2. Engine oil change not performed each 25 hours, as prescribed by Technical Manual.
3. Technical Manuals not available, however, they have be requested.
4. No common aircraft hardware available, i.e. no Bench Stock.
5. Repairable parts not properly tagged and turned into Supply promptly thus delaying and extending the Supply pipeline.
6. Fuel and Oil lines not properly capped off when aircraft undergoing an engine change or other maintenance.
7. Insufficient hand tools available for the mechanics.
8. Poor participation of mechanics.

Hopefully these discrepancies will be corrected in the near future with the assistance of the Advisor, and good co-operation from the CIC. Two (2) O-1D aircraft are presently NCS for O-470-15 engines due high oil consumption. Compression checks on these two(2) engines are in progress at this time, hopefully by replacing complete cylinders and piston assemblies on cylinders that show low compression these two(2) engines can be put back into commission.

T-28 Program

The overall activities of this program increased considerably during the month due to the arrival of 12 additional T-28D aircraft and aircraft that were inspected and repaired in Thai-Am and returned to Cambodia. The O.R. rate was very good considering the influx of additional aircraft and the manpower available. Two (2) T-28D aircraft were converted to alisk wings and were transferred to the Pilot training section. One (1) T-28B was out of commission the entire month due engine failure. There is one R-1820 available in E.B.U. Shop however, this is reserved for a T-28D.

T-28 maintenance section is under manned, presently operating 30 aircraft with 25 mechanics. At least 15 to 20 additional mechanics will be required to maintain this number of aircraft if future flight times continues as it is now. If this manpower cannot be provided, the O.R. rate can be expected to decline in near future, unless some of the 160 hour P.E.'s are not sent out-country to be accomplished. If this is done then those man/hours could be utilized in keeping

the flight aircraft in commission. This decision must be considered and decided on in near future to provide proper planning.

U-1A Program

The U-1A program has remained the same as of previous reporting period. Only two(2) of the total number of aircraft assigned have been available for utilization during the month. The remaining U-1A aircraft should be dropped from the record as they are beyond any practical and economical repair. By keeping them on the record, this give a false aircraft status report.

C-123K Program

The first KAF C-123K aircraft arrived at Pochentong on 8 August 1973 with 27 newly graduated Technicians from training in Thai-Am.

The second and third aircraft arrived 10 August 1973 and 14 August 1973 respectively. Due to lack spare parts aircraft 54-578 was grounded for parts the same day it arrived and is till NORS/G at the time of this writing.

Observation of the Thai-Am trained Technicians reveals they have very little knowledge of this aircraft, they themselves reported that all they had was classroom training and very little O.J.T.

There are a few who seem to be interested and will probably become good trouble shooters etc however, this will be a slow process. The Advisors are doing 90% of the troubleshooting which interferes with their overall monitoring of the Squadron. The OIC appears to be very interested and is presently doing an outstanding job, but he alone cannot do the job. Parts and special tool shortages will no doubt be biggest problem area for months to come.

One Advisor was assigned to this section during the month, he will also be assisted by a R2800 engine specialist if the need arises. A work order has been placed with Air America, Udorn to manufacture work platform for the C-123K aircraft, they are expected to be completed in 4 - 6 weeks.

Armament Section

This section activity increased during the month due to the arrival of 12 new T-28D's and the repaired aircraft that returned from Thai-Am. Many discrepancies dealing with the armament system on these aircraft were found and had to be corrected prior to releasing the aircraft for combat operations.

Lack of sufficient bomb lifts and spare parts for MJ-1 bomb lifts are probably the biggest problem in this section at present time. Poor trouble shooting on armament systems and lack of interest shown by mechanics is primary cause for extended down times on aircraft that have armament problems. In most cases the armament problem is an electrical problem and they don't have any qualified electricians in this field nor do they have any training. Recommend that if

there is any schools available in the electrical portion of KAF armament system mechanics be sent soon as possible or a local training course should be set up to train some electricians locally in this field.

The airfield bomb dump continues to be a disaster area due to the liquid napalm throughout the napalm revetment. This should be cleaned up and kept in a safe and orderly manner.

Sheetmetal Section

The sheetmetal section remained very busy during the month. Aside from day to day routine sheetmetal projects the following repairs to aircraft were accomplished.

1. Damage repair on bottom of fuselage adjacent to saddles for cross tube attach points completed on UH-1H 227.
2. Major repair to tail sections on AU-24A aircraft 72-1331 and 72-1333 completed.
3. Honey comb repair caused by hostile action on UH-1H 71-20279 completed.
4. Damage repair of battery compartment caused by hostile action on UH-1H 61-15519 completed.
5. Damage repair to tail boom caused by hostile action on UH-1H 71-20293 completed.
6. Damage repair bottom surface of left hand outer wing and spar web on C-47 43-48387 completed due to hostile action.

The manufacture of eight(8) each flare containers for the armament shop were completed.

The manufacture of one PT6-27 engine stand has been started hopefully this project will be completed in next 10 days.

Paint shop needs an area or a conex to store their flammable materials, the present situation is creating a fire hazard, there is also a shortage of aircraft paint spray guns and air source for spray guns, 1150's have once again been submitted for Supply action. Air compressors are on order but so far have not been received.

Presently have shortage of stock aluminum sheet gage 025,040, and 050. The shortage of this material could present real problems when the jigs for T-41 and C-1B aircraft arrive, which are expected in next 2 to 4 weeks.

One Advisor was assigned during the month to assist in machins shop and heavy service sheetmetal shop. All sheetmetal special tools and sheetmetal material stock levels are being reviewed and adjusted as required. Tools and materials that are not in stock have been requested.

Heavy Service Section

This section is probably the weakest section on the airfield, however, it is vital to KAF mission. One Advisor has been assigned to this section to assist in making the section a productive part of KAF C-47 44-67548 is now in heavy service for engine modification, estimate modification be completed within thirty(30) days provided no parts problems are encountered.

O-1D 55-4662 sheetmetal damage repair was completed and engine installation now in progress. O-1D 57-2945 was input into heavy service for sheetmetal repair due ground loop at Pochontong, estimate repair time of 60 days once work is begun.

Sheetmetal repair on T-28D 51-7839 approximately 90 percent complete as of the time of this writing. This aircraft has been down since 28 May 1973 but due to workload, back order of parts and weak management it still is not completed.

C-47 45-1116 sheetmetal temporary repair has been completed and engine and prop have been installed. Minor adjustments were made after F.O.F., this aircraft is scheduled to go to Thai-Am for permanent repair.

AGE Section

General

Several equipment deadlined the previous month were worked on and released. More units are in shop for service and minor repair. Five maintenance platforms and nine tripod jacks were assembled and tested.

Follow up was sent out this reporting date to expedite engine assy, for dealined (Anthony) forklift. AGE is quite loaded this month, with repair jobs and acceptance inspections.

<u>Training Subject</u>	<u>No. of Student</u>	<u>Man/Hours</u>	<u>Kind of Training</u>
Use & Care of Tools	4	15	Actual & Oral
Identification of Parts	5	15	Actual
General Safety	5	15	Oral
Parts Modification	5	15	Actual & Oral
English Conversation	5	15	Actual

Problems

Enlargement of Shop working area has been discussed with [REDACTED] and follow-up is anticipated on this project, as this additional space is required due to increase in receiving equipment, requirements hand tools is a must item. Canvas covers for all equipments for preservation and longevity of service.

Toilet facilities for health and sanitation of all personnel recommend that a toilet be built in AGE/Motor pool area.

Plans

The plan of installing steam washer with auxiliary water tank west side of ground transportation building is already in progress. Plan to install proper wiring and hook up AGE battery charger, to be independent of other departments. Plan to build toilet facilities for all AGE Personnel when materials are available.

Airborne Radio Section

General

1. Modification of VHF AN/ARC-49 to AN/ARC-3 of two (2) C-47 aircraft tail number 43-48387 and 43-49344 was completed. The reason was to maintain a standard AN/ARC-3 VHF Communication in all aircraft equipped with such configuration. Accounted flow time - Eight (8) manhours each. Reference Publications; T.O. 1G-47-2 and T.O. 12R5-2ARC3-2.
2. Assisted KAF officer on the initial shipment of shop test equipment at the FMEL Calibration Center, 432 TRWG RTAFB-APFB, Udorn, Thailand. Briefing on subject procedure was explained to all ship's affected. A list of units for the next scheduled run and forms required for the processing were provided by FMEL.
3. Shop Service Record ending 25 August 1973;

Input	-	223 units
NRTS and Repair Support	-	88 units
Output	-	195 units
AWP and Reparables On Hand	-	61 units
4. The four(4) Shop mechanics trained in Udorn, Thailand last May 1973, on the T-28 Line Service arrived 24 August. Their new assignment for duty is unknown yet.

Problem

1. Reference to my report regarding organizational difficulties; effective last August 20, the Shop operates separately from all Line Services except PE and Heavy Services. Now, all Line Service mechanics can only be assisted after a signed Work Order request from each individual section. It may seem to work well but, under present setup, limitations and capabilities, it will again take another tremendous effort and time before it will be well-established. As in the past, except for the UH-1H Line Service, coordinated efforts in scheduling priorities and cooperation of all mechanics, the control, monitoring and planning of activities is yet to be seen. It is simply noted that, by this new setup, the concentrated cooperation previously applied will become less effective and important manhours will be wasted.
2. The slow flow of repair parts primarily affecting VHF Wilcox 807A is another problem. Limited spare units for the many aircraft utilizing these equipment is another factor. All necessary actions related to subject were made.

P.O.L. Section

At present the Khmer Air Force Section has a total of ten (10) Refueler trucks of which six (6) are in commission and four(4) are out of commission. The four (4) out of commission truck discrepancies are the following:

1. Truck No. 50543 - Requires a fuel pump change and radiator is under repair.
2. Truck No. 50690 - Requires a fuel pump, battery, fuel nozzle and hose.
3. Mercedes Benz Fuel Truck - Battery needs replacing.
4. Truck No. 50545 - Battery need replacing.

Requisitions for the above required parts were submitted to Supply.

Research for the Federal Stock Numbers (FSN) of the required supplies in POL have been made. Stock level for a period of six(6) months consumption on all lubricants and cleaning fluid needed by different shops are being finalized and will be submitted to interested parties.

Several plans which are yet to be proposed to KAF POL Officer-in-Charge, are as follows:

1. To provide fire extinguishers on all refueller trucks.
2. To provide ground wires on all refueller trucks.
3. To instruct POL personnel on safety procedures.
4. An additional of five(5) more refueller truck mechanics to make the strength of seven(7). This will provide adequate mechanics to work on the out of commission trucks.
5. To provide a separate storage for lubricants.
6. To clean up the POL area.
7. Clean up and Repair Lad II Oil Trailers.

Maintenance Control Section

During the reporting period the overall workload soared at a high level with additional aircraft being assigned to Khmer Air Force. A total of twenty two(22) T-28D and three(3) C-123K aircraft were received by the Khmer Air Force. Of the twenty two(22) T-28Ds, twelve(12) are newly assigned, six (6) from TCFO compliance, three (3) from Over "G" inspection, and one(1) from IRAN Inspection from Thai-Am Bangkok.

The total number of aircraft assigned to Khmer Air Force at present is 210, which increased more than 100% compared to the number of aircraft in January 1972, which was only 80.

With the increase of aircraft assigned to Khmer Air Force, a proposal of Aircraft Heavy Maintenance Scheduling is being laid out for approval by KAF. Aircraft heavy service flow time will also be established. A memorandum in this regards will follow. If this schedule is followed then the problem of too many aircraft in PE at one time can be virtually eliminated.

The updating/inspection of aircraft records and the OJT training to weaker personnel in the Records Section is being conducted daily. Improvements were noted on some of the KAF personnel undergoing OJT. The old problem is still with us as the personnel are disinterested and in some cases do not care.

Aircraft Status Report is being submitted to MEDTC daily. This will provide more information in preparation of the O/R, NCRS and NCRM rate every end of the month.

A classroom training lesson plan has been prepared for the use of Air Force Form 781 Series "Aircraft Flight and Maintenance" log book. Classes can begin whenever the KAF wishes to get the courses going.

Engine-Build-Up EBU

The month of August was a routine, but a productive month for the engine build-up shop. The new G-123K engine shop area was completed and a special section of this shop was also set aside for G-123K prop. build-up. One G-123K propeller for aircraft 56-4387 was input and completed on the 23rd. Special tools manuals and equipment for the G-123K EBU Shop still pose a serious problem, however, some manuals were borrowed from Air America, Udorn until KAF's T.O.'s arrive.

Full utilization of the G-123K engine shop, is not expected for several month due to parts, tools, equipment shortages. The arrival from Udorn of the R2800 QEC parts list will accelerate the G-123K QEC requisition program, and a similar list is being compiled by EBU personnel for the J85 engine QEC.

The lack of T-28 and O-1D engines still remain a major problem, and one T-28B is now grounded. The only spare T-28 engine available is being reserved for a T-28D that is approaching high time. O-1D engine status remains the same. None available, and since several O-1D aircraft are schedule to be released from heavy service next month, a special effort is being made to have the engines and QEC available by the time the repair is completed.

The G-47 engine status has improved considerably with fourteen engines on hand, not including two engines complete with QEC. The program to complete the engines and QEC for aircraft modification from 92 to 90B on 42-23732, 42-92292 and 44-67548 is progressing, however, many items are not available and this program is expected to continue for at least several more months. G-47 spare parts remain a problem, with three aircraft now NCRS for generators and propellers.

The EBU mechanics assigned have shown little or no renewed interest in the performance of their duties, with the exception of several key personnel, and the available daily work force has decreased (due to training etc.) when in fact it should have been increased to cover the new programs and requirements. A special effort by all concerned could improve the situation considerably.

Conclusion

The same basic problems still exist. Poor leader ship of officers in charge of sections, poor attendance and performance of mechanics and lack of sufficient manpower. Within each program and section there are a few who are the "workers". If all the officers and mechanics assigned were present each day and would pitch in and do their share it is felt, the manpower problem would not exist.

Another problem known to all concerned is lack of Pilots for functional check flights, however, believe this problem could be reduced somewhat by clarifying what constitutes a functional check flight. In other words KAF has aircraft scheduled for test flights when actually the aircraft do not require a test flight, per Technical Orders covering this subject.

Quality control plays an important roll in all aspects of aircraft maintenance, however for all practical purposes KAF has not quality control. They have a Quality Control Section assigned at Poehontong however, the Quality Control personnel are non existant in the areas they are suppose to working in the personnel who were assigned and trained by Q.C. Specialist have disappeared. The personnel who went out-country for Q.C. Training have also become lost the Phantom Q.C. Section.

Following is a brief report of on the job training conducted by INAT Advisors QJT was limited due to workload of Advisors.

<u>No. of Students</u>	<u>Type of Training</u>	<u>No. of Hours</u>
T-28 Section 2	Use of PA Work Sheets	12
Sheetmetal 6	Splicing angle structure	8
AH-24A 35	Flight Control rigging	25
AGE 4	Use and care of hand tools	15

Supply

The departure of the Chief of Supply for additional CONUS training has led to the temporary assignment of a very knowledgeable Officer to the position. It is felt much improvement will be forthcoming in tis department.

The new Chief of Supply has increased work hours and productivity among all areas of Supply and in time the result will be speedier response to maintenance needs as well as a totally functioning Supply activity.

A primary problem at this time is the lack of a responsible Officer assigned to train and assume responsibilities of the requirements Officer. KAF Headquarters has been reluctant to make a decision. Names were provided for individuals felt qualified as requested with negative response. The need is for an Officer with good English language capabilities along with initiative to learn MILSTRIP requisitioning procedures, analyze unbound messages, identify problems, take corrective actions and draft necessary reply messages.

This is a very important function and a qualified individual must be assigned immediately to insure continuity and responsive action to the requisitioning process.

Activity in KAF Supply has peaked to an all time high due to a large influx of C-123K spare parts and many other special projects at hand. With the assistance of [REDACTED] an excellent start has been made in getting the stock relocation program underway.

About 300 line items of part numbered items, F3C's 1005 through 1095 have been relocated to new racks and movement of F3C 1560 is in progress. Additionally some 250 line items of special and common tools have been relocated to the secure storage tool crib in warehouse five and this project is continuing to include accomplishing a physical inventory in the near future. Through neglect, improper handling and control a large quantities of hand tools are missing. Stock balance discrepancy reports will be provided to interested persons upon completion of inventory.

G-123K spare parts have been warehoused separately in temporary locations as well as AU-24A spares. These will be moved to permanent locations within Federal Stock classes as the stock relocation program progresses.

As discussed in last months report G-123K parts and tooling (the shortage of) jacks, propeller and R2800-99% engine change tooling presents a problem. Lists of tooling and spare parts essential to the G-123K program were compiled by various Advisors and were screened against ISSL's, PSSL's and tooling authorizations. Many were not found in these lists and/or inadequate quantities were ordered initially resulting in additional priority requisitions. Many items are awaiting requisitioning due to a lack of funding in those lines.

Funding for certain ECM's has presented a major problem and is holding up requisitioning of many critically needed items, including urgently needed POL products and G-123K tooling. Many items input to AFIC were rejected due to a lack of funding and require resubmission when funding becomes available. This problem occurred due to a previous transfer of funds to other lines from those now exhausted and a late notification from AFIC that over expenditures occurred. Although a program change has been requested notification of approval has not yet been received.

A large backlog of reparable parts were cleared up during the month and shipped to respective overhaul agencies. The shipping and receiving warehouse was, cleared of several conax containers to allow for additional working space for both activities. Supervision remains weak in warehousing and shipping and receiving and plans are to assign the assistant Chief of Supply to those areas. Although he is a weak supervisor and poorly qualified his physical presence will likely increase work output.

To summarize many overdue projects to correct long existing problems have gotten underway. With proper support and an active interest by KAF Headquarters matching that of the new Chief of Supply it is felt that at long last the past trend of non-interest in problem solving can be reversed and we can get down to the business at hand.

Original Signed by:
E.J. Griffis
E.J. Griffis

cc: ACO UTH via MSDTC
MSDTC Training Section
AVP BKK (2)✓
PRES TPE
CA & CR UTH
File