

MEMORANDUM

TO : AVP TPE
FROM : BMSGN
SUBJECT : Monthly Report

DATE: 14 April 1970

REF. No. BMSGN/70/129

Saigon Base Monthly Report for March 1970 is forwarded in three copies for your file.

E. J. Theisen

SAIGON BASE
MONTHLY REPORT
MARCH 1970

I. GENERAL

1. SGN Base was honored by the visit of PRES and AVP on 26 and 27 March, as well as a follow-on visit by VPFO and DFD on 28 and 29 March. All departments gained much from an on-the-spot exchange from these gentlemen.

2. Total block time for March 1970 was 5910 hours as compared with 5482 hours in February 1970. The trend including performance so far in April, appears to be coming up.

3. The security situation in Saigon and RVN continues to improve with sporadic exceptions - - almost as good as Chicago and Washington.

4. Received a letter of termination for C-47 43-48084 (GFA) effective 1 April 1970 with a Call Order for Caribou B-851 effective 1 April 1970.

Due to possible other priority requirements for B-851, the Customer cancelled the termination on C-47 084 pending further developments.

5. Pictures attached were candid shots by BMSGN in our Saigon Shops area. I am very proud of the local Technical Services effort of over nine months to screen and train those pictured from coolies to Aircraft Technicians. In line with U.S. Government policy, we shall continue with follow-on programs. Meanwhile, we have 25 [REDACTED] Aircraft Technicians undergoing one year of intensive training in Tainan. This is an epoch-making endeavor never done before [REDACTED]. It also resulted in favorable press coverage previously reported.

6. The decision to close the Saigon hostel appears to be a wise one. We have issued only three Non-Availability Certificates from 25 March through 11 April 1970.

7. I cannot predict what will happen to our local economy as the trading rate goes up and buying-power of the piaster continues go down. It is now VN\$450 to one U.S. Dollar. Sooner or later an adjustment in piaster pay scales might very well be in order.

8. There were NO MAJOR ACCIDENTS OR INCIDENTS in March to equal our February record. We have had one mishap since 1 January 1970 - a taxi accident. This is a vast improvement over our record last year when we experienced nine (9) accidents during the first three months.

II. CUSTOMER RELATIONS remain outstanding.

III. FACILITIES DEVELOPMENT

1. Forms "Fs" have been submitted for the Terminal Parking Apron, Renovation of MFD/SOM Bldg., Renovation of Various other Shops and Offices, and 204B Concrete Helicopter Pads for SGN. The customer has signed Form Fs for the improvement of the passenger lounge at Danang and also for Completion of Ramp Paving, and drainage ditch at Danang. MED SGN AR 69052 for an audiometric booth has been cancelled as the result of discussions with MFD and SMO. It was found that using existing facilities, failures of the audiometric test are extremely rare. If an individual should fail an audiometric test, he will be sent to the U.S. Air Force Clinic for further testing.

IV. GENERAL AFFAIRS

1. The company provided the Directorate of Civil Aviation with materials to reinforce the fences of its storage building for telecommunications equipment which has been the object of sporadic stealing recently.

2/ To build better relationship with the Government of Vietnam, a visit of AAM installations and Management by the Tan Son Nhut Airport Commandant and Staff was organized. Similar visit by other GVN agencies will be conducted in the near future.

3. Plan to improve company transient quarters up-country has been finalized and submitted to the Head Office for approval.

V. MEDICAL

Number of visits: 1341
Accidents: 51
Hospitalization: 7
Unhospitalization: 50
Outcalls: 1
Physical Examination: 34
Sick leaves: 235½

VI. PERSONNEL

1. After three long years, several meetings, countless revisions, the Gia Dinh Labor Service finally gave its seal of approval to our rules of Employment.

PM travelled to UTH to participate in the meeting called to discuss the terms of the agreement between the Company and the Far East Pilots Association.

2. Personnel Strength - Saigon Base

Classif.							Total			
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT		
	38	130	130	13	138	2	12	4	318	149

Classif.	[REDACTED]					Total	
	GRD	FLT	GRD	GRD	GRD	GRD	FLT
Permanent	498 [#]	12 ^{**}	2	2	1*	503	12

Temporary: [REDACTED] 1 ; [REDACTED] - 1

Pre-processed: [REDACTED] 8

(*) : [REDACTED] Ground Personnel: 831
 (**): [REDACTED] Flight Personnel: 161
 (#) : [REDACTED] Total : 992

Da Nang Sub-Base

Classif.	[REDACTED]				Total
	GRD	GRD	GRD	GRD	GRD
Permanent	4	13	18	69	104
Pre-processed :				1	1

Nha Trang Sub-Base

Classif.	[REDACTED]				Total
	GRD	GRD	GRD	GRD	GRD
Permanent	3	11	23	59	96
Pre-processed:				1	1

Can Tho Sub-Base

Classif.	[REDACTED]			Total
	GRD	GRD	GRD	GRD
Permanent	1	10	2	13

VII. TRAFFIC/AAM

1. During the month many difficulties with Immigration and Customs were encountered. Local officials desire to setup three control points within the Terminal for personal baggage check both outgoing and incoming, but the customer is strongly opposed.

2. Aircraft 912 arrived from HongKong with properly documented paperwork but with manifests showing only "Personal Effects" for some Customer HongKong purchases. The Customs people wanted to hold the aircraft and contents in bond until the individuals cleared the items.

One of the CORDS sponsored passengers on aircraft 084 failed to clear Immigration and caused some difficulty, which was cleared the next day.

	February	March
Passengers departure SGN (all contracts)	5,212	6,315
Passengers arrival SGN (All contracts)	5,958	6,997
Outbound cargo SGN	40,940	77,491
Inbound cargo SGN	39,849	127,260

TRAFFIC/USAID

	Cargo (including AF Caribou A/C)	
	February	March
Outbound (lbs) SGN	1,209,056	1,466,790
Inbound (lbs) SGN	491,550	414,349

VIII. OPERATIONS

1. Pres/TPE and AVP/TPE visited Saigon Base. The President was impressed with the new window in FOD overlooking the ramp and he suggested a study be made on the feasibility of installing a mirror outside which would enable us to view the departures from the Traffic Terminal. In conjunction with this requirement a study of closed circuit TV installation is being made.

2. [REDACTED] presently engaged in Operations Dispatcher OJT is progressing well. We expect her check out in routine operations by 1 June 1970. She will be the first female Flight Dispatcher in the history of Saigon Base.

The 7001 customer added VTB N7695C to the contract effective 1 April 70.

There were 13 controllable and 53 non-controllable delays with a total of 905 Saigon departures. This averages out to be 98.6% on time departures.

3. Flight time report (see attachment A)
- Ground Fire Incidents report (see attachment B)

4. Accident reports

<u>Date</u>	<u>A/C Type/No.</u>	<u>Location</u>	<u>Remarks</u>
02	VTB/N3674G	V-193	R.H. engine flamed out and started smoking while taxiing to ramp after landing - F/O noted flame in tail pipe. R.H. engine fire bottle was discharged. A thorough inspection of the engine was made by maintenance and was found to be satisfactory. The cause of the engine flame out was not determined. The presence of smoke and flame in the engine exhaust tail pipe was possibly due to the residue of fuel in the Plenum Chamber and the failure to motor engine immediately after flame out.
22	VTB/N3674G	SVN operation exact location unknown	During overnight service found L.H. engine impeller blades damaged from foreign object. Foreign object damage was not determined.
25	VTB/N6154U	SVN operation	On walk around after days flight, found R.H. engine first stage compressor blades have several deep nicks. Engine was satisfactory on previous overnight service. Foreign object damage source unknown. Continued emphasis on FOD is in progress.

5. Ground Transportation

Aggregate minibuses mileage	22661 km or 14163 miles
Minibuses down-time	216 hrs 06'
Minibuses pax carried	3188 pax
Isuzu Bus mileage	5792 km or 3620 miles
Isuzu bus down-time	31 hrs. 30'
Isuzu bus pax carried	10408 pax
Supply vehicle mileage	2147 km or 1341 miles
Supply vehicle down-time	45 hrs. 12'

6. Flying - The first half of the month was spent in anticipation of the Company/FEPA agreement and the last half in awe absorbing what was agreed upon. The FEPA agreement has been bolstered by the installation of transponders in the VTB aircraft. The transponders installation has done its share of raising morale. Our installation is running well ahead of schedule. Next item on the agenda to improve our lot - UHF.

MPDSVN with the BMSGN, PMSGN and MFASGN attended a meeting convened by the President at Udorn. This meeting attended by corresponding representatives from other bases, was to apprise all of the contents and interpretation of the FEPA agreement.

Our last operational 10-2 departed the station for Bangkok on 6 March. This leaves two 10-2s in storage for which there are no crews assigned. We have one Helio in storage for which we have no crews assigned or current.

IX. TECHNICAL SERVICES

1. March was very productive and passed without a major problem. Several facility projects were completed and closed out.

2. We are trying to improve ground safety and general housekeeping. Two of these areas are (1) Employees walking across the East ramp at shift change with aircraft taxiing in/out of the same ramp. (2) Vehicle controls for possibly permitting a few managers to park their private vehicles behind the RMD hangar.

3. Regarding CTO accumulation, progress is being made in every department of Technical Services. The same equal attention has been applied to Home Leave and Annual Vacations.

4. The new elevated TSN airport water tower is not living up to our expectations - by any means. It is unable to supply all the water requirements of the few Airline users. Water supply lines are being turned off during the lunch period and also from about 1900L to 0600L every day, and we have to pump from our 50,000 Gal. underground reservoir, which must obtain its resupply from that same TSN tower.

2. Aircraft Maintenance - The aircraft maintenance activity was on the increase during the month with the resultant increase in work load which was generated by the higher number of aircraft departures and arrivals, engine changes and No.4B services on PC-6C N394R.

Ten aircraft departure delays were charged to maintenance during the month which has sharply increased over the month of February. Some of the delays appear to be beyond control of maintenance personnel however the majority were not and could be avoided if everyone concerned did put more thorough effort into aircraft maintenance.

3. Rotary Wing - This month we have been quite busy flying over 1000 hours and performing ten number two services, two No.3A services, one No.3B service, two high time engine changes and two engine changes with hot end inspections to facilitate turn around time.

A new Flight Mechanic Training Course started on the 30th and eleven TCN's were transferred into R/W Section for OJT.

4. Shops - Overall Shop activities remained on an even par. The number 4 service on PC-6 N394R was accomplished without any major problems.

5. Planning/Engineering - The Planning and Production Control Section pre-planned, scheduled and processed, for aircraft of all types; 503 overnight services; 28 number one services; 18 number two services; 7 number three services; 2 number 4 services; 5 annual inspections; 18 engine changes (4 for 204B); 7 propeller changes; 72 EA's; 33 SI's; 5 EI's; 237 time controlled components change on 204B; two T53 engine hot section inspections; 1 main rotor hub change; 3 DRR's and 160 shop work orders.

6. General Maintenance - Several moves have been made this month to better utilize existing space and enable the demolition of two shacks that have been eyesores for years. Offices affected in the moves were SGM, Technical Training offices, SAT, Accounting and Supply Storage. The Time Shack and Supply Storage (Rice Room) near the Operations Bldg were demolished. MSAFE was moved back to the BM Office.

Installation of porcelain insulators for the 200² mm power cable between the Utilities Building and the RGMDC Complex is in progress.

7. Electronics - This month 15 ATC Transponder installations: 7EA PC6-34-2, 5 EA-VTB-34-9, 1 EA-C45-34-3 and 2 EA-204-34-2 were completed.

The project of in-country teletype circuits is dormant pending receipt of customers willingness or acknowledgement of intent to furnish the required land liner and circuit pattis at and between SGN-DAD-NHA.

8. Technical Training - March had our Technical Training Department operating on a reduced schedule due to a shortage of two Instructors. However, no courses under instruction were dropped and the following courses were completed: Non-destructive Testing, Heat treating, Welding. Classes now in progress are: Management course, Helicopter Maintenance & Flight Mechanics course.

9. Quality Control - The month of March was about the same as the month of February. The work load has settled down on an even keel.

We had four Inspectors satisfactorily complete the four week Technical Training course on Non-destructive Inspection.

10. Stores Section - The closing of the hostel and tearing down of the C-Ration/rice room has placed a temporary burden on RSD as secured storage space needed for bulky items of this nature is becoming a scarcity.

11. Stock Control Section - During the month of March, Stock Control workload experienced a slight decrease as compared to previous months.

12. Customs - The Customs Agent continues to perform in an outstanding manner despite the never-ending petty and irritating problems which have to be faced daily. Thanks to his ability, fortitude and loyalty, he again managed to clear all commercially shipped Company cargo with celerity, thereby reducing any officially planned delays to a minimum.

13. Cycle Inventory - During the month of March, the Property and Inventory Unit completed cycle inventories of classes OIH and OIQ for a total of 738 line items. Also completed was property cycle inventory of A/C 1636 (A-D) for a total of 1242 line items. In addition to cycle inventories 173 property transactions were made.

E. J. Theisen
Base Manager - SGN

SAIGON BASE FLIGHT TIME REPORT

MARCH

1. Contract 7001 -

A/G No.	Revenues		Non-Revenues	
	Block Time	Flight Time	Block Time	Flight Time
N67984	181+02	147+09	1+43	1+15
N67985	111+23	98+03	3+50	9+29
B928	129+53	104+58		
B910	137+14	113+34	1+25	1+06
B912	89+32	73+04	9+27	7+49
6147	96+33	79+47		
8084	157+05	136+20	7+21	6+17
5559	122+14	103+03	0+54	0+35
5994	142+26	116+28		
8829	105+26	87+31	18+52	16+01
N509Y	128+05	108+22	3+54	2+08
N544Y	126+30	111+50	2+05	1+33
N9518Z	74+20	69+31	2+34	1+45
N6154B	18+36	16+13	2+32	1+33
N9956Z	76+30	63+19	1+57	1+08
N7770B	80+58	69+49	2+17	1+55
N9577Z	52+24	43+45	6+29	4+57
N3674G	75+38	65+42		
N9664C	6+24	3+57	1+15	1+00
N91295	137+20	117+06		
N9838Z	141+03	120+17	0+40	0+30
N3728G	90+35	80+55	1+27	1+01
N7695C	2+28	2+19		
N180E	110+55	100+50	2+20	0+56
N285L	138+08	122+54		
N391E	2+57	2+28		
N394E	123+14	109+43	0+55	0+37
N9444	108+32	92+17		
N198X	24+18	22+35	3+55	2+41
N153L	126+02	108+17	6+53	3+52
N12450	53+45	46+48	3+00	2+15
N748H	140+57	118+03	10+31	9+05
N152L	75+38	67+42	8+07	6+55
N184L	133+15	115+39		
N185K	38+15	36+07	2+26	1+40
N192X	96+47	80+23		
N194X	157+05	141+09	0+50	0+23
N393E	85+40	72+29		

N1303X	167+04	167+04	2+55	2+55
N1304X	128+38	128+38	6+05	6+05
N1305X	14+57	14+57	3+05	3+05
N1306X	134+45	134+45	2+25	2+25
N1307X	105+12	105+12	8+25	8+25
N8514F	111+14	111+14	8+37	8+37
N8535F	90+45	90+45	4+30	4+30

Sub total	4449+42	3923+01	142+51	118+28
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2. Contract 7002

B928	11+03	9+08
61A7	10+38	9+27
N539X	14+06	10+49
N544Y	14+14	11+12
N9518Z	7+26	5+50
N6154B	83+55	72+12
N9956Z	22+12	18+26
N7770B	26+12	22+47
N9577Z	12+34	10+32
N3674G	39+04	32+34
N966AG	1+37	1+19
N91295	16+09	13+50
N9838Z	6+51	6+04
N3728G	8+44	6+56
N180K	18+19	16+48
N285L	1+39	1+31
N391R	58+09	52+28
N396R	0+40	0+33
N96AA	18+36	15+15
N198X	54+08	47+49
N153L	15+40	14+21
N12450	82+55	71+29
N748H	16+28	13+17
N152L	54+09	43+19
N184L	21+42	17+44
N185X	46+16	41+02
N192X	43+45	41+21
N393R	57+44	51+57
N1303X	11+18	11+18
N1304X	10+29	10+29
N1305X	96+19	96+19
N1306X	10+07	10+07
N1307X	33+50	33+50
N8514F	2+05	2+05
N8535F	33+59	33+59

Sub total	962+02	858+07
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3. Contr act 7003

B928	16+34	13+09
B910	38+37	33+03
8084	5+48	4+50
6994	3+30	3+06
N539Y	13+00	11+40
N544Y	4+00	3+37
N777GB	1+29	1+09
N9577Z	2+14	1+22
N3674G	2+22	1+38
N394R	3+55	2+54
N9444	2+23	1+50
N198X	2+19	1+53
N153L	10+36	7+36
N12450	9+00	6+24
N748H	9+50	7+24
N184L	4+39	2+53
N192X	4+49	3+35
N194X	5+01	3+42
N393R	7+57	5+51
N1304X	14+57	14+57
N1305X	2+58	2+58
N1307X	44+06	44+06

Sub Total	210+04	179+37
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4. Contract 0030

N9577Z	18+39	15+16
N393R	1+14	1+00
N1306X	0+45	0+45
N8514P	2+24	2+24

Sub Total	23+02	19+25
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5. Contract 0069

N393R	7+17	6+29
N6154E	4+40	3+41
N9664G	97+20	87+41
N3728G	9+52	9+12
N7695G	0+56	0+47
N9956Z	0+08	0+00
B912	1+05	0+00

Total	121+18	107+50
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TOTAL REVENUE BLOCK TIME	5767+08
TOTAL REVENUE FLIGHT TIME	5088+41
TOTAL NON-REVENUE BLOCK TIME	142+51
TOTAL NON-REVENUE FLIGHT TIME	118+28
GRAND TOTAL BLOCK TIME	5909+59
GRAND TOTAL FLIGHT TIME	5207+09

Flight Time by Type of Aircraft

Type of A/C	Revenue		Non-Revenue	
	Block Time	Flight Time	Block Time	Flight Time
C-46	716+23	592+08	6+58	5+50
C-47	538+14	453+01	17+42	14+41
Bailed C-47	105+26	87+31	10+48	8+22
DHC-4	299+55	257+30	11+58	9+47
VTB	1117+40	964+50	21+16	15+22
Porter	1973+38	1717+49	38+07	28+24
204-B	1015+52	1015+52	36+02	36+02
TOTAL	5767+08	5088+41	142+51	118+28

Original Signed By
 U. G. PARRISH
 SCN/SCN