

SAIGON BASE
MONTHLY REPORT
JULY 1969

I. GENERAL

1. While flying recovered slightly, the month of July was marred by three accidents.

2. There is every indication that flying will stabilize around 6000-6500 revenue hours. There is at the present time a decrease in all activities in Vietnam which indirectly effects Air America. The V.C. apparently is preparing for another offensive. Unfortunately, the decreased level of terrorist and combat activities I believe, are resulting in people being lulled into over confidence and false security which could result in disaster.

3. The Department Heads are continually looking for areas of cost reduction and avoidance. Unfortunately, this centers around personnel and as a result there is continual need for staff reductions. This is being accomplished in a systematic manner, and will continue on a monthly basis as long as the flying hours continue to decrease.

II. FACILITIES DEVELOPMENT

1. The major accomplishment during the month was the completion of the West ramp - four years, three months, and three contractors after starting.

2. Other minor projects at SGN, NHA and DAD continue to improve and upgrade the facilities at each station.

III. FLYING

1. The biggest highlight of the month was a general Pilots' meeting conducted by the VPFO and the DFD. The VPFO spoke on what he expects of the pilots and what the pilots can expect of the VPFO. He also spoke of some of the conditions being negotiated for in the new contracts. During the meeting the change in atmosphere was almost visible. It was like a person being lost suddenly finding his way. The consideration for financial and material increase partly affected the change in morale but not nearly so much as the VPFO's assurance of his support of the pilots.

2. The support of the VPFO was brought to test within a week. We have been suffering a great magnetude of R-985 engine failure. This problem was presented to Mr. Walker who took firm and positive action. An investigation team headed by the VPTS arrived at Saigon. Their work was commendable. Corrective action began to eliminate the problem area. The R-985's are humming like sewing machines. The most significant factor of all this is the marked improvement in pilot morale because they feel that management is in consort with them. Matter of fact if the VPFO said "frog" we would have pilots hopping all over the place.

3. There are no other significant problems. Our privilege of being able to shop in the commissary has denied us the right to eat in US Gov't field ration dining rooms throughout the country. This started out to be a big problem but it has almost resolved itself.

IV. OPERATIONS

1. Total revenue block time for July was 6397 + 43 for June. Our Flight Time Forecast for the month was more realistic than previous months. The revenue forecast was 6560 hours. It is predicted the revenue flying picture for the next 3 months will be in the vicinity of 6500 hours.

2. Phase one of our cost reduction program was accomplished by reducing our TCN force by 3 people. OM/NHA Paulding resigned and a study is being made on the possibility of releasing this slot. Two FIC American personnel were released and a study is underway on the feasibility of eliminating one or both of these slots.

3. There were 19 controllable and 48 non-controllable delays during the month with a total of 928 Saigon departures.

4. We are considering ways to reduce GTD costs. A review of the GTD operation reveals that numerous trips are being made by the microbuses instead of the less expensive utilization of our motorbikes and scheduled bus services. A report is being submitted to the Base Manager for his approval on eliminating certain departmental requirements for microbus services.

FIC and the Emergency Equipment Room are in good order.

Flight Time Report (See Attachment A)

Aircraft Incidents Report (See Attachment B)

5. Communications - Post and Telecommunications approved Air America's request to establish a direct full duplex UHF radioteletype circuit between our Tan Son Nhut Base and the Post Office. Preliminary discussions were held with the appropriate Service Chiefs at the Post Office concerning installation of the equipment. They were most helpful and no problems are foreseen. There is adequate space for our equipment within the overseas communications center and our antennas can be readily erected on the roof of the building.

6. However, since the equipment has not yet arrived from Bangkok, and since it will take approximately three to four weeks to receive frequency allocation from USMACV J634, it was decided to postpone further talks with Posts and Telecommunications until we receive both the equipment and the frequency assignment. Then, too, it will take a few more weeks to order and receive crystals if the already installed frequencies cannot be used by Air America in SVN.

7. A letter to this effect was sent to MACV J634 requesting frequency allocation. MACV was given copies of Air America's original request and Posts and Telecommunications subsequent letter of approval as background information and justification for our frequency assignment request. They have promised to handle the matter as quickly as possible.

8. Apropos of frequency assignments MACV has informally advised us that Air America has been allocated five additional HF frequencies although no official notification has been received from CINCPAC or IXD.

9. AMTRACO has not received as yet any correspondence from General Electric regarding our ramp control network equipment.

10. The BKK-HKG leased radioteletype circuit was terminated effective 2400Z July 31. Temporarily all traffic for that station will be relayed via the SGN-BKK CW circuit until the UTH-VTE radioteletype circuit is established. As soon as that has been accomplished UTH will protect BKK traffic under normal circuit conditions.

V. TRAFFIC/AAM

1. Although the SRTM position was transferred to Danang [redacted] it was requested by the BM to leave the administrative responsibility at Saigon. Accordingly TM/SGN has remained with this additional duty during the reporting month.

2. [redacted] was unable to depart until 4 July due to visa/ticket problems and is scheduled for return to duty on 3 August. During his absence [redacted] was assigned additional duties as ATM and performed very well.

3. [redacted] was sent to Cantho for two days to indoctrinate the Traffic personnel on proper paperwork procedures for shipment of company cargo. He indoctrinated them on AwB preparation, manifesting, types of cargo shipment authorized on passenger aircraft and record maintenance. An improvement in documentation has been noted.

All personnel records were screened and records of personnel having been terminated or resigned for over one year were forwarded to personnel.

	June	July
Passengers departure SGN (All contracts)	5375	6021
" arrival SGN (All contracts)	6137	6622
Outbound cargo - SGN	72742	72793
Inbound cargo - SGN	90017	89632

4. TRAFFIC/USAID

	<u>Cargo (including AF Caribou A/C)</u>	
Outbound (lbs) SGN	1,092,917	2,841,844
Inbound (lbs) SGN	86,747	586,425

VI. HOSTEL OCCUPANCY

1. During the month of July, 64 beds out of 186 were occupied for a 34.4% occupancy rate. Also, there were no Non-Avail. Slips issued during the month.

VII. SAFETY

1. Pilot Meetings - Beechcraft - 21 July. Mr. Wueste and Mr. Chambers were present to review the investigation of R-985 problems and requested assistance from the pilots in accurately reporting observed abnormalities. Mr. Wueste is desirous of improving communications between the stations and MMB, and further stated he desired direct messages from the operations side to avoid delays in investigation of problems. It was found that exhaust valve guides were being reamed to zero clearance due to an undersize reamer at MMB. Correction of this problem seems to have solved the incidence of backfiring.

2. There was also a discussion of weight and balance, limitation on cargo aft of rear seats in the C-45, and the requirement for WB Form in the 10-2 with fuel in rear tanks or with load in rear cabin.

Accident Investigations - Three accidents occurred during the month and are presently under investigation:

1. VTB, N3674G gear up touch-and-go at Nha Trang on 8 July
2. Serious injury to VN National who ran into tail rotor of 204B, N1306X at Ho Luc on 23 July.
3. 10-2, N9521Z landing accident at Vung Tau resulting in serious injuries to five persons, and substantial damage to Army Ov-1C and 21Z.

VIII. PERSONNEL

1. Apart from routine activities our efforts this month have been concentrated on expediting [REDACTED] participation at the Line Maintenance School in Tainan. We played host to a group of visitors from the Ministry of Labor Department of Vocational Training who appeared impressed by our facilities and with our local training efforts. The Director of Vocational Training, [REDACTED] assured us that the Ministry of Labor is doing all possible to secure Ministry of Defense approval for our candidates to obtain their exit documents, and we feel reasonably optimistic that this approval will be forthcoming shortly.

2. We are experiencing some difficulty in obtaining work Permit renewals for our Third Country National (TCN) personnel in country, and Work Permits and Entry Visas for TCN personnel awaiting transfer to Vietnam. The Ministry of Labor is taking a long hard look at all work Permit applications in view of the large number of TCNs illegally living and working within the country, and because so many Vietnamese are now unemployed (or will be soon) due to U.S. Government contract cutbacks.

3. APM was interviewed, selected and is now participating in a two hour biweekly seminar for Vietnamese executive level personnel. The seminar, entitled Successful Management Action, is sponsored by USAID, and will run for about 12 weeks.

4. One new addition was made to the Department's staff [REDACTED] who will work in the Passport and Visa Section.

5. Personnel Strength (See Attachment C)

IX. TECHNICAL SERVICES

1. It would appear that our flying hours are going to stabilize around the 6500 per month figure. June was 6408 and this month was 6574. The personnel reductions are based on a 6500 figure and our strength is getting down to the level where our manpower will be much better aligned to the workload. The 204B and PC6C have always been the highest two programs for flying hours and still are, but these two programs were each down about 100 hours for July versus June. The C-47, VTB and C45/10-2 each picked up near equal amounts. The fourth and last H395 was put into temporary storage during the month.

2. VPTS, Mr. Wueste visited with us for about 5 days. This is about the appropriate length of time for a good close look at our operation. So many visitors buzz through on a two or three day "firemans tour" and rarely have the time to observe/discuss local problems or plans. VPTS visited DaNang (RON), Nha Trang and Can Tho stations with sufficient time to sit down and conduct good meaningful discussions with the concerned supervisors. This is a worthy morale booster, to the sub-bases in particular because they realize their problems and projects are of honest interest to higher management in Tainan. VPTS visit was quite beneficial to all of us and a much better understanding from everyone concerned is obvious.

3. Another relocation of several (some 10) offices and shop functions is to be implemented in the near future. Reason is funding for addition facilities is quite unlikely under the new contract coming up and the pilots need a locker room(?) and a decent toilet facility. In addition Communications Center is in dire need of more space for sure, as is the Emergency Equipment Room. With the Accounting Offices planned into the RMD shops 2nd floor offices and Security Dept planned for occupying the present Airborne Electronics Shop area in the RMD hangar (west side), this would then vacate some 75% of the ground floor of the Operations Building for Flying Dept to expand. It would seem that a more economical approach would be to erect a TALCO Building of 26' x 100' along the north side of the Operations Building which could house all the Flying Dept. requirements. The majority of such a TALCO Building is now in storage at our GMD area.

ORIGINAL SIGNED BY
M. HULSE

M. Hulse
Base Manager

SAIGON BASE FLIGHT TIME REPORT
JULY 1969.

Contract 4101 -

A/C No.

A/C No.	Revenue		Non-Revenue	
	Block Time	Flight Time	Block Time	Flight Time
N67984	45+57	38+12	31+53	26+14
N67985	165+45	139+39	6+42	5+51
B910	124+21	104+26	5+47	4+22
B928	100+53	82+10	2+33	1+36
B138	111+01	90+19		
B146	45+51	36+14	1+03	0+41
6147	157+09	133+11	0+33	0+30
8084	133+08	115+24		
5559	137+30	126+30	1+40	1+14
5994	153+20	130+28	6+00	4+21
B817	31+00	27+27	0+40	0+20
B829	61+15	48+00	2+51	2+20
6083	137+29	118+04		
N539Y	5+57	5+08	2+03	1+03
N544Y	6+39	4+56	2+10	1+20
N9518Z	85+33	73+43	5+33	4+27
N6154U	99+30	84+49	1+54	1+43
N9956Z	86+53	76+06	2+44	1+48
N7770B	116+05	98+59		
N9577Z	98+26	82+14	1+37	1+02
N9838Z	12+00	10+02	11+36	10+08
N3728G	66+52	58+17		
N9664C	13+48	11+51	4+29	3+19
N3674G	24+51	20+45		
N7695C	9+44	8+02	1+05	0+58
N91295	19+23	17+04	1+30	1+15
N9521Z	96+20	82+07	3+24	2+37
N9573Z	56+10	43+29	7+44	5+19
N5269V	61+25	52+21	2+04	1+40
N77Y	139+44	122+24	30+52	26+33
N7950C	65+27	51+25		
N51259	59+19	50+21	2+58	2+10
N21412	19+08	15+39	3+29	2+29
N9073Z	92+51	77+18	3+30	3+13
N9871Z	5+40	4+31	0+48	0+30
N9898Z	7+20	6+19	4+08	2+03
N358F	144+43	129+00	8+34	5+26
N285L	85+53	72+04	3+06	2+21
N391R	115+56	101+51	1+29	0+50
N394R	191+00	161+10	2+23	1+35
N9444	170+48	147+17	2+00	1+43
N198X	100+15	72+37	0+52	0+45
N153L	130+55	113+19	3+18	2+33
N180K	58+09	47+50		

ATTACHMENT "A"

N12450	115+42	97+59	2+04	1+18
N748N	8+45	7+14	0+48	0+27
N152L	79+28	69+12	2+52	2+15
N184L	46+49	38+56	1+05	0+33
N185K	32+52	27+52	4+26	3+17
N192X	26+13	23+05	1+10	0+50
N393R	104+43	85+07	3+40	2+42
N194X	6+57	5+52	0+48	0+38
N1303X	96+42	96+42	12+05	12+05
N1304X	130+46	130+46	7+32	7+32
N1305X	149+35	149+35	2+15	2+15
H1306X	223+29	223+29	4+30	4+30
N1307X	199+36	199+36	2+15	2+15
N8512F	19+10	19+10	1+15	1+15
N8513F	1+15	1+15	2+45	2+45
N8514F	2+25	2+25	11+00	11+00
N8535F	12+32	12+32	0+30	0+30
B867			4+16	3+45
N6622C	5+58	4+53		
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Sub-total	4914+22	4288+45	240+02	196+12

2. Contract 4102

5994	6+17	5+25
N539Y	2+22	3+22
N544Y	9+54	7+56
N6154U	12+19	10+22
N9956Z	26+59	22+29
N7770B	6+28	5+30
N9838Z	19+07	15+23
N3728G	10+22	9+59
N9664C	8+09	7+09
N3674G	50+00	42+38
N7695C	81+37	67+44
N91295	50+24	43+11
N21112	2+40	1+45
N358F	6+08	5+35
N285L	3+58	3+28
N391R	2+32	2+08
N394R	6+59	5+35
N9444	5+33	4+39
N198X	95+32	90+10
N153L	6+15	5+13
N180K	52+22	47+37
N748N	86+55	76+42
N152L	27+41	24+20
N184L	63+34	53+51
N185K	69+29	56+56
N192X	50+22	46+00
N393R	50+00	40+29
N194X	77+03	67+59
N1303X	30+53	30+53
N1304X	17+56	17+56
N8512F	14+35	14+35
N8513F	103+58	103+58
	11+25	44+25

Contract	Sub-total	1140+07	1020+41
Contract 4102			
3. Contract 4103			
N67984		1+26	0+50
B910		2+16	1+47
B928		1+49	0+47
B829		2+23	1+36
N539Y		4+32	3+38
N544Y		5+20	4+31
N9521Z		12+20	8+56
N9573Z		25+51	18+08
N5269V		5+47	4+09
N77Y		2+50	2+06
N7950C		22+38	16+06
N51259		1+18	0+55
N21412		4+01	2+51
N9073Z		1+19	0+55
N394R		2+32	2+02
N153L		1+05	0+59
N12450		8+40	7+09
N152L		1+09	0+55
N192X		2+06	1+47
N1305X		5+54	5+54
N1307X		5+18	5+18
N8512F		4+43	4+43
N8513F		8+30	8+30
		<hr/>	<hr/>
	Sub-total	133+47	104+30
4. Contract 0005			
N6622C		97+55	86+53
B829		4+38	3+30
N9898Z		6+45	5+51
N285L		2+44	2+18
N9573Z		13+06	11+56
N51259		4+24	3+49
N8514F		2+31	2+31
		<hr/>	<hr/>
	Sub-total	132+03	116+48
5. Contract 0069			
N9664C		57+38	50+04
N3728G		7+00	6+06
N9518Z		8+39	7+34
N7838Z		3+46	3+33
		<hr/>	<hr/>
	Sub-total	77+03	67+17

Total Revenue Block Time	6397+22
" " Flight Time	5598+01
" Non-Revenue Block Time	240+02
" " Flight Time	196+12
GRAND TOTAL BLOCK TIME	6637+24
" " FLIGHT TIME	5794+13

FLIGHT TIME BY TYPE OF AIRCRAFT

<u>Type of A/C</u>	<u>Revenue</u>		<u>Non-Revenue</u>	
	<u>Block time</u>	<u>Flight time</u>	<u>Block time</u>	<u>Flight time</u>
C-46	599+19	494+24	46+55	38+03
C-47	724+53	629+02	6+07	4+45
Bailed C-47	99+16	80+33	6+40	4+41
DHC-4	36+44	29+31	2+03	1+03
VTB	975+33	833+34	31+08	24+45
10-2 (Beech)	696+23	580+11	48+32	39+34
C-45	113+55	94+57	7+47	6+12
Porter	2041+47	1746+17	42+27	29+16
204B	1109+32	1109+32	44+07	44+07
Helio			4+16	3+46
TOTAL	6397+22	5598+01	240+02	196+12

Original Signed By
L. G. PARRISH

L.G. Parrish

cc: BM/SGN via ABM/SGN
MFD/SGN
AABM/SGN
TM/SGN
File.

S A I G O N B A S E

JULY - 1969

CLASSIFICATION	GRD		FLT		GRD		FLT		GRD		FLT		GRD		FLT		TOTAL	
	49	166	174	13	169	1	22	6	581 ^(*)	15 ^(**)	3	2	1 [*]	1001	201			
PERMANENT																		
TEMPORARY																		
FTC																		
PRE-PROCESSED									9								9	
TOTAL	49	166	174	13	169	1	22	6	590 ^(**)	15 ^(**)	3	2	1 [*]	1010	201			

GROUND PNL : 1010
 FLIGHT PNL : 201
 TOTAL : 1211

(*) : 1 Swiss
 (**): 1 French
 (#) : 4 French

ATTACHMENT "C"

DA HANG - SUB-BASE

JULY 1969

CLASSIFICATION	GRD		FLT		GRD		FLT		GRD		FLT		TOTAL	
	GRD	FLT	GRD	FLT										
PERMANENT	4		14		23		89						130	
TEMPORARY														
FTC														
PRE-PROCESSED										8			8	
TOTAL	4		14		23		97						138	

GROUND PNL : 138

FLIGHT PNL : 0

TOTAL : 138

NHA-TRANG SUB-BASE

JULY 1969

CLASSIFICATION	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]		TOTAL	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
PERMANENT	6		17		29		67		119	
TEMPORARY										
FTC										
PRE-PROCESSED							3		3	
TOTAL	6		17		29		70		122	

GROUND PNL : 122

FLIGHT PNL : 0

TOTAL : 122

CAN TND SUB-BASE
JULY 1969

CLASSIFICATION	[REDACTED]		[REDACTED]		[REDACTED]		TOTAL	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
PERMANENT	1		10		4		15	
TEMPORARY								
FTC								
PRE-PROCESSED								
TOTAL	1		10		4		15	

GROUND PNL : 15

FLIGHT PNL : 0

TOTAL : 15