

SAFETY REPORT

May 1969

1. General

Pilot meetings.

MSAFE was unable to attend any pilot meetings during the month, however all meetings stressed monsoon hazards and the safety precautions to be observed with adverse winds, thunderstorms, and rain-slick runways.

Accident investigations.

1. Hard landing incident of C-47, 48084 has been investigated. Report will be submitted in June.
2. Local Board of Review was completed for VTB, N9838Z accident of 2 March 1969, has been completed and placed in Company mail.
3. Local Board of Review for Beech 10-2, N137L accident of 22 February 1969 was convened on 27 May, but was recessed because of VTB, N3728C accident the same afternoon. N137L Board rescheduled for 2 June.
4. Review Board is pending for 204B, N1304X accident of 13 March, estimate completion by 12 June.
5. VTB, N3728G accident of 27 May at V-206, Hoi An is under investigation at present.
6. Mr. R.V. Hohmann, 204B Crew Chief was seriously injured in a fall from N8535F on the V-01 ramp on 22 May. SAM/AW investigation stated that safe work practices were being followed. This is questionable and will be further investigated.
7. On 22 May, C-46, B-138 was overloaded with steel pipe at DNG, resulting in a landing at V-01 5,175 pounds over maximum landing weight. This is under investigation by A/SAM/SGN. In view of past cargo loading problems at DNG vigorous corrective action is indicated.

2. Safety Suggestions.

Safety Comments and Pilot Reports.

- 13 May - Captain J.F. Smith cited inadequacy of the PC6 brake assembly due to excessive disc wear. He recommended a double puck assembly or more rigid adherence to disc tolerances. Processed to MIS, MFD, AMF/PC6, and DSAFL.
- 13 May - Captain J.F. Smith cited the possibility of inadvertent movement of the engine switch to the stop position on the PC6. He suggests a spring loaded guard over the switch.
- Captain McCauley stated the Beechcraft cross-chest safety belt cannot be fastened properly, restricts movement, and will not remain securely fastened. Processed to DSAFL.

- 30 May - Captain Hildebrand's complaint about the length of C-47 seat belts (12 March 69) is still being circulated. MTS is now trying to determine what the Company standards are for seat belt lengths.
- 30 May - Captain McCauley cited the problem of being lost by radar because of no IFF, while flying through thunderstorms and artillery vectors. Routed to DSAFE.
- 30 May - Captain McCauley requested study of R-985 engine reliability due to the recent increase in failure and malfunction incidents. Routed to DSAFE.
- 30 May - Recommendation was submitted to study the use of inferior fluorescent ballasts as a result of numerous ballasts fires (140 some odd in the past three months). A/MSD has requested authorization to purchase approved ballasts. Info has been forwarded to DSAFE.

3. Follow-up Action

Airfield Survey. - On 20 May the local Company Airfield Evaluation Team inspected V-243, V-151, V-242, and V-203 as a result of several accident/incident report recommendations. The Team consisted of MFD, SFD, Chief FIC, MSAFE, and Mr. Sparks of CORDES Air Operations. Copy of the report has been forwarded to DSAFE for info. SFD should be highly complimented for an excellent report.

Ground Safety - MTS has established a form, "GROUND SAFETY VIOLATION", to report individual violations of Company Safety Regulations. This will improve the ground safety program by "putting some teeth" into enforcement of the rules. MTS interest in both ground and flight safety is noteworthy. A copy of the new form is attached.

4. Unfriendly Action

<u>DATE</u>	<u>A/C TYPE/NO</u>	<u>LOCATION</u>	<u>REMARKS</u>
01	10-2/N77X	XT9295	PIC observed AW tracers directed at A/C at 1800'. Evaded by steep left turn.
08	204B/N1305X	XS9459	PIC observed 2-5 sec bursts of AW fire at 3500' above terrain. En position was under attack by Army gunships.
08	C-46/B928	V-23	A/C sustained 8 30 cal hits at 500' while turning final. 4 rds rt inbd wing, 2 rds rt inbd flap, 2 rds left inbd flap. No injuries.
10	PC6/N9444	VS8517	PIC heard and saw 10 sec burst of AW at 2,500 feet. Evaded by flying out over water.

5. Minor Incident/Inflight Irregularity (SAFE 9)

None submitted to date.

6. Accident Reports (SAFE 4)

<u>DATE</u>	<u>A/C TYPE/NO</u>	<u>LOCATION</u>	<u>REMARKS</u>
03	C-45/N90732	V-01, South ramp	Tug driver towed A/C so that right wing struck wall. Wing tip walker gave erroneous signal. Personnel received 3 days LWOP.
06	10-2/N79500	V-12	Right tire blew out while taxiing. Suspect FOD on runway.
08	C-46/B146	V-01	Embassy fork lift driver loading C-46 CA-3, backed into right horizontal stabilizer tip. Substantial damage.
08	C-46/B928	V-23	Aircraft hits described in paragraph 4.
09	PC6/N393R	V-01	Right rear pax door flew open during O/N runup. Fuselage bent and door stringer broken. Disciplinary action taken for crew failure to lock door.
09	VTB/N3728G	V-104	Rt main tire went flat after A/C parked. Suspect FOD.
10	DRC-4/N539Y	V-17	Left fuselage torn by fork lift driven by Embassy driver. Submitted to CORLS Air Ops for corrective action. (Note - No action taken.)
11	C-45/N9896Z	V-01	Tug operator was turning to park A/C, left rudder struck wing tip of N9573Z. No signalman used, disciplinary action taken against ramp crew.
14	10-2/N952LZ	Unk	Damage to rt wing tip found on O/N svc. Dirt & asphalt stuck in 4 in scrape on bottom of trailing edge. Pilot claims he noticed damage on preflight but did not make log entry. SAFE 9 will be submitted.

"ATTACHMENT A"

SAIGON BASE FLIGHT TIME REPORT

MAY 1969.

1. Contract VN-41

A/C No.	Revenue		Non-Revenue	
	Block Time	Flight Time	Block Time	Flight Time
N67984	65+01	51+31	9+08	7+19
N67985	109+30	88+11	6+32	4+50
B910	107+26	85+49	4+46	3+55
B926	134+31	108+10	24+21	22+18
B928	142+15	115+31		
HL38	60+19	48+43	0+50	0+32
HL46	56+32	45+50		
6147	66+43	53+30	1+10	0+40
8084	96+51	81+12	1+22	0+22
5559	142+30	105+50		
5994	98+33	84+09	2+40	2+19
B817	10+04	7+48		
B829	47+11	35+05	2+54	1+28
6083	108+08	91+11		
N539Y	6+55	6+00	10+50	8+53
N544Y				
N9518Z	67+19	55+01	3+53	2+52
N6154U	88+11	76+22	2+10	1+21
N9956Z	56+03	46+38	10+28	9+25
N7770B	90+07	78+01	3+06	2+24
N9577Z	31+03	25+17	6+15	4+43
N9838Z	115+34	102+38		
N3728G	45+33	39+09	8+08	6+54
N9664C	16+30	13+54	1+52	0+54
N3674G	16+56	13+48		
N7695C	12+48	9+48		
N6622C	16+59	13+41		
N9521Z	104+58	84+13	21+47	19+20
N9573Z	116+26	95+35	15+06	12+43
N5269V	139+28	118+50		
N77Y	143+01	114+42	1+59	1+26
N7950C	116+31	94+33	1+46	0+43
N51259	38+43	29+22		
N21412	95+39	80+27	1+19	0+52
N9073Z	115+40	98+43	3+30	2+44
N9871Z	19+00	14+36	2+10	1+47
N9898Z	20+30	16+03	5+41	3+55
N358F	166+48	140+57	12+25	10+36
N285L	148+32	130+22	3+13	1+33
N391R	155+59	140+55	1+00	0+50
N394R	161+23	139+34	12+19	10+34
N9444	168+03	142+59	0+58	0+30
N198X	145+41	123+56	6+44	4+53
N153L	106+15	92+23	3+22	2+36
N180K	164+02	140+27	4+34	4+02

N12450	107+54	91+54	16+54	13+46
N748N	10+46	7+17		
N152L	11+10	10+03		
N184L	8+18	7+16		
N185K	10+19	8+13		
N192X	44+39	39+50		
N393R	16+06	13+49		
N194X	3+45	3+33		
N1303X	138+16	138+16	3+25	3+25
N1304X	37+30	37+30	17+29	17+29
N1305X	160+34	160+34	8+00	8+00
N1306X	154+18	154+18	3+25	3+25
N1307X	282+53	282+53	1+50	1+50
N8512F				
N8513F	5+24	5+24		
N8514F	10+22	10+22		
N8535F	19+30	19+30		
B839			2+09	1+44
B875			0+45	0+30
B867			1+27	1+08
B849			3+29	3+05
B865	6+20	5+58	0+46	0+26
B869	6+20	5+58		
B857	6+20	5+58		
Sub-total	4976+55	4290+00	256+48	215+01

2. Contract 4395

B928	7+13	6+01		
E146	10+36	7+58	5+25	5+00
B817	58+38	44+53		
B829	23+35	18+53		
N539Y	49+01	39+54		
N544Y	8+36	7+02	2+25	1+58
N3674G	56+28	46+55	3+13	2+10
N7695C	40+07	31+46	24+34	21+25
N91295	58+07	45+40	5+08	3+41
N9518Z	0+54	0+43		
N6154U	9+39	7+34		
N9956Z	18+52	16+48		
N7770B	8+35	7+34		
N9577Z	36+06	29+03		
N9838Z	8+47	17+18	1+39	1+03
N3728G	5+45	5+00		
N9664C				
N51259	2+26	1+43		
N9521Z	6+32	5+58		
N21412	2+23	1+37		
N77Y	3+34	2+42		
N6622C	1+14	0+57		
N748N	96+00	85+17	0+38	0+27
N152L	92+21	82+17	1+40	1+19
N184L	146+22	125+47		
N185K	88+35	78+13	5+36	4+34
N192X	79+46	67+32	13+21	10+52
N393R	137+38	113+27	12+50	11+20

N194X	111+04	99+42	1+30	1+16
N358F				
N285L	16+57	14+48		
N391R				
N394R	7+29	6+33		
N9444	8+08	6+24		
N198X				
N153L	34+23	31+35		
N180K				
N12450	29+17	23+08		
N8512F	172+51	172+51	4+03	4+03
N8513F	107+47	107+47	2+00	2+00
N8514F	52+55	52+55	4+09	4+09
N8535F	35+53	35+53	7+08	7+08
N1303X				
N1304X				
N1305X				
N1306X				
N1307X	1+54	1+54		
N9871Z	1+17	0+57		
B867	2+30	2+06		
B839	5+58	4+23	1+00	0+35
B875	3+40	3+22	1+25	1+03

Sub-total	1649+46	1452+49	97+37	84+03
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3. Contract 0005

N6622C	34+37	28+42	1+09	0+30
N77Y	1+44	1+11		
N7950C	0+55	0+35		
N9073Z	0+58	0+37		
N358F	4+23	4+02		
N1305X	0+43	0+43		
N8514F	0+46	0+46		

Sub-total	44+06	36+36	1+09	0+30
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4. Contract 0069

N9664C	47+03	42+08	2+45	2+06
N3728G	26+14	22+26		
N7770B	0+37	0+16		
N3674G	2+37	2+21		
N9956Z	2+56	2+47		
N9577Z	5+02	4+23		

Sub-total	84+29	74+21	2+45	2+06
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Total Revenue Block Time			6755+16	
" " Flight Time			5853+46	
" Non-Revenue Block Time			358+19	
" " " Flight Time			301+40	
GRAND TOTAL BLOCK TIME			7113+35	
" " FLIGHT TIME			6155+26	

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	693+23	557+44	51+02	43+54
C-47	512+45	415+52	5+12	3+21
Bailed C-47	139+28	106+39	1+54	1+28
DHC-4	64+32	52+56	13+15	10+51
VTB	867+53	733+18	73+04	58+58
Beech 10-2	825+10	674+48	43+06	35+34
C-45	157+25	130+55	11+21	8+26
Porter	2281+56	1972+13	96+55	79+08
2 o 4B	1181+36	1181+36	51+29	51+29
H395	31+08	27+45	11+01	8+31
TOTAL	6755+16	5853+46	358+19	301+40

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 LIGHT INFORMATION ENTER
 SAIGON
 MONTHLY ACTIVITY REPORT
 1-31 MAY 1969

PART I
 AIRCRAFT INCIDENTS

Date	A/C No, Type & Contract	Place	Description
01 May	N77Y Beech 10-2 VN-41	XT 9295 5 miles NE of V147	After observing groundfire, PIC immediately executed a hard left turn. No acft damage or personnel injuries occurred.
08 May	N1305X 204-B VN-41	XS 9459	Acft was enroute to an outpost when PIC observed two burst of gunfire directed at his acft. PIC executed immediate departure from the area. No acft damage or personnel injuries occurred.
09 May	B928 C-46 VN-41	BS 6272 left Base leg for rwy 10 at V-23.	Acft sustained eight hits while turning from base to final for rwy 10. Acft landed without further incident. No personnel injuries involved.
10 May	N9444 PC-6C VN-41	VS 8517	Acft was enroute to V-56 when PIC heard and observed a short burst of automatic weapons fire off his right wing. No acft damage or personnel injury occurred.

PART II
 SITUATION SUMMARY

Although the aircraft incidents were the lowest since August 1966, the terrorist incidents and attacks by fire during the reporting period ranked among the highest since TET, 1968. Things were relatively low key the first ten days of the period. Then, on 10/11 May, a country wide upsurge of terrorist incidents took place. In Saigon alone, there were over 20 incidents. On the eleventh, the VN Information Center was 70% destroyed. Tan Son Nhut and near-by areas were attacked by rockets on three different occasions. All the RON stations were hit. Danang three times by rockets, Can Tho at least once, and Nha Trang 15 to 20 RR rounds on 31 May at approximately 1400 hours. Ban Me Thuot, another field where we RON aircraft occasionally, took over 50 rounds of mixed rockets and mortars. On 21 May, an ammo dump at TSN was destroyed.

In Saigon there were over 20 grenade throwing incidents, 20 explosive charges detonated and 4 power stations blown, resulting in extensive damage or destruction to vehicles and property, as well as loss of life and numerous wounded.

Terrorist activities were not confined to Saigon alone. The other areas came in for their share.

The outlook for the coming period is more of the same, possibly on an increasing level, with the possibility of the summer offensive commencing in June. Personnel should exercise caution, limiting their movements during the hours of darkness to those essential. Travel during curfew hours should be done only as required to protect life. Many violators are being shot.

ATTACHMENT C

GROUND TRANSPORTATION

During the month of May 69, 10 microbus were in commission daily.

Statistics: Aggregate microbuses mileage

X-4033	2461 km
X4034	2863 km
X-4035	2235 Km
X-1140	1971 Km
X-1141	2713 Km
X-1142	2051 Km
X-0417	3609 Km
X-0418	2936 Km
X-0419	3566 Km
X-0420	3216 Km

28621 Km = Approx. 17888 miles

Total microbuses downtime: 312 hrs

Total microbuses pax carried: 5062 pax

Isuzu bus mileage:	X01057	3094 Km
	X-01058	2662 Km
	X-04329	2763 Km

8519 Km = Approx. 5324 miles

Total Isuzu bus downtime: 185 hrs.

Isuzu bus pax carried:	Cholon route	8656
	Saigon route	5082
		<u>13738</u> pax

Supply vehicle mileage:	EB-8176	2298 Km
	EB-1780	1060 Km
	EC-7953	324 Km

3682 Km = Approx. 2301 miles

Supply vehicles downtime: 29 hrs 6'

3 wheeler lambretta and honda 50cc downtime: 27 hrs 24'

Grand total pax carried: 18800 pax

S A I G O N B A S E

MAY 1969

(Including Con Tho Sub-Base)

CLASSIFICATION	GRD		FLT		GRD		FLT		GRD		FLT		GRD		FLT		TOTAL	
	51	180	187	15	201	1	33	6	614 [#]	15 ^{**}	3	2	1 [*]	1092	217			
PERMANENT																		
TEMPORARY																		
FTC																		
PRE-PROCESSED	1							16										17
TOTAL	52	180	187	15	201	1	33	6	630 [#]	15 ^{**}	3	2	1 [*]	1109	217			

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

GROUND PNL : 1109
 FLIGHT PNL : 217
 TOTAL : 1326

ATTACHMENT E

DAHANG SUB-BASE

MAY 1969

CLASSIFICATION	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]		TOTAL	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
PERMANENT	4		15		32		105		156	
TEMPORARY										
FTC										
PRE-PROCESSED							7		7	
TOTAL	4		15		32		112		163	

GROUND PNL : 163

FLIGHT PNL : 0

TOTAL : 163

**NHA TRANG SUB-BASE
MAY 1969**

CLASSIFICATION	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]		TOTAL	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
PERMANENT	8		18		29		82		137	
TEMPORARY										
FTC										
PRE-PROCESSED							2		2	
TOTAL	8		18		29		84		139	

GROUND PNL : 139

FLIGHT PNL : 0

TOTAL : 139

CAN THD SUB-BASE
MAY 1969

CLASSIFICATION	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]		TOTAL	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
PERMANENT	1		9		4		14		14	
TEMPORARY										
FTC										
PRE-PROCESSED										
TOTAL	1		9		4		14		14	

GROUND PNL : 14

FLIGHT PNL : 0

TOTAL : 14

BIWEEKLY REPORT ON VISAS AND PASSPORTS
PASSPORT & VISA SECTION PO-SCN

MAY 1969

<u>SVN</u>	<u>Extension</u>	<u>Brown</u>	<u>Laos</u>	<u>HKG</u>	<u>TPB</u>	<u>TYO</u>	<u>BKK</u>	<u>PPT</u>	<u>Add</u>	<u>Military</u>	<u>Sponsorship</u>
<u>Exit entry</u>	<u>of Stay</u>	<u>Book</u>						<u>Renewal</u>	<u>page</u>	<u>Reservist</u>	
124	133	58	19	1	1	12	0	6	2	0	255