

SAIGON BASE
MONTHLY REPORT
JANUARY 1969

I. GENERAL

1. The new year started off rather badly with an increased accident rate and decreased flying time. The overall activity is effected by the flight time level which has decreased to 8,923 hours. The month of February is expected to be considerably lower.

2. The decrease in USAID flying is believed due to the uncertain future resulting from the fact new policy lines have not been laid down, and many bureaucrats wonder if their jobs will survive an expected reorganization.

3. Both customers have indicated the flying will be further reduced to the minimum order quantity which will establish a flying level around 600 hours per month.

4. With the approaching of "TET" there are increase tensions resulting from continued exposure to the fact the VC can, and do move equipment around Vietnam. The increase in terrorist activities in town and other factors connected with living in Saigon does have an effect on the intangible factor called "Morale".

II. FACILITIES DEVELOPMENT

1. Facilities Development continues at a slow pace due to the customer budget. The surfacing of the West Ramp is progressing on schedule. All other projects are minor, and are being cleaned up as rapidly as possible.

2. The Operations and Administration building have been turned down by the VN-41 customer pending negotiation of the follow-on contract.

III. FLYING

January proved to be a most tragic month - safety wise. We suffered four major accidents with one aircraft completely destroyed, twelve fatalities and three injured. This is not impressive, we are taking a good hard look at our policies and procedures to preclude recurrence.

2. Flight time is most variable and unpredictable throughout. With the input of four more Volpars the dropping from contract of more airplanes we now have 23 spare aircraft on station. It would seem that with so many aircraft off contract there should be a marked reduction in time. The lowest group for the month were the C-46's. Forecasting of program flying time, and planning for manpower requirements is getting to be a ticklish proposition.

The local situation is very quiet. The biggest threat to life and property is the vehicular traffic. Here we have been fortunate, no traffic accidents reported.

3. The Flying Department has operated a full month in new quarters. Though it seems as if there was no great increase in space, it is much quieter and much less pedestrian traffic in the offices. Overall it is an improvement.

4. The Beechcraft Program turned out good the month of January Projected time for the month was 1677 hours. Actual time for the month was 1688.07.

At the present time we have 9 aircraft on contract. 7 on VN-41, 1 on 4395 and 1 on 0005. During the month, spare aircraft was used on many occasions. During the month of January Beech pilots spent 245 days at outstations and average of 11.1 days per pilot.

5. The morale for the most part is very good. Customer relationship between the pilots has been complementary in all instances.

Beechcraft flight time will drop to contract hours or below in Feb. due to a short month and unforeseen activities during TET.

6. The C-46 fell 128 hours short of the projected flight time for January. Average time for captains was 72 hours, three captains were under 70 hours for the month. With only four aircrafts on contract the program should stay about the same for the next month. One interim check was given and a confirming check by MFSD was accomplished later in the month. If the time for the program doesn't pick up there will be little, if any, overtime for the pilots assigned.

7. The C-47 program finished up 255 hours less than forecast. All captains except two involved in accidents were on overtime. Average flight time was 90 hours. Next month should be a bit less as the VN-41 customer has dropped two aircrafts from contract. There were two accidents during the month 6147 struck a bundle of PSP at V260 and sheared the right main gear. 949 crashed north of Danang in bad weather killing all aboard.

8. Actual PC6C fleet time of 1714 hours for January was down 300 hours from forecast time. This appeared to be primarily due to a lack of requirements by the customer rather than aircraft availability.

There were (29) pilots assigned during the month with the average pilot time being 74 hours. One pilot resigned during January and February manning level will thusly be (28) pilots. This in conjunction with an anticipated pick up in customer usage should raise the average pilot time to 90-85 hours.

9. The customer (4395) again raised the issue of airdrops in the I and II Corps area. Our capability was made known to him and only the requirement for and scheduling of, remains.

Pilots have all received copies of, and briefings on, actual aircraft ACL's and the techniques of reduced fuel loads in order to increase payloads. This should be advantageous to all concerned.

10. Pilot confidence is somewhat at a low ebb due to the occurrence of two engine failures in one month. Morale remains high but would be even better could the actual cause of these engine failures be determined. It is difficult to "sell" the program and induce confidence in the customer and passengers when all concerned are aware of the two mishaps.

Several occurrences, including the recent visit of Flight Standards Examiners, seems to confirm a high level of training on the aircraft and procedures, and it is felt that during this year we will be able to continue to improve.

The year 1968 was a good year for the 204B program in Saigon. The total time was 16,565 hours; or an average of 60 hours a month over maximum contract time. The average flying time per aircraft was 180 hours a month. This in itself is a real tribute to the maintenance department. Average time per pilot was 892 hours for the year, which of course, made them happy. So now that 1968 is behind us we can start working to make 1969 an improvement.

11. January has not gotten the year off to a good start. Time for the program in January is about 1300. The loss of time is due mainly to the cutback by both customers. It appears they have a crash program on to reduce the cost of operation.

12. The AMF/MFSD/RW spent a week in Saigon this month. He was kept quite busy with 13 proficiency checks and 2 initial captain proficiency checks. Three route checks and one SIC check were given during the month. Ground school was held on the 10th and 11th with seven pilots attending. This brings the program up-to-date.

One first officer was transferred to Saigon from Udorn this month. He has been SIC qualified and is flying on the line. Two first officers were upgraded to captain and are now receiving their 25 hours of supervised line training. The two remaining F/Os are progressing normally and should start training for their captain's check ride in the very near future.

January's pilots meeting was held on the 15th with 15 pilots attending. The rest of the pilots were briefed throughout the month.

The morale of the pilots is very good. For the most part all the pilots have been kept busy. Busy people are happy people.

IV. OPERATIONS

1. January flight time was 428 hours less than the forecasted figure. More emphasis will be placed on customer minimums when compiling future flight time forecasts in expectation of forecasting a more accurate report. We predict revenue hours will be in the vicinity of 8,000 a month from March thru June. Volpar flight time will increase while Beech time will decrease proportionally.

To relieve our OM shortage FIC is sharing the night duty for one half of each month. This system will release OM [REDACTED] to work office hours 8 days/month.

The completion of the new FIC office has been delayed so it will probably be the middle of March before FOD can expand to what is presently FIC.

Three FOD personnel will be trained as Ramp Coordinators in February. This should reduce the number of delays as the OM can switch the aircraft or change the schedule if he knows, in advance, of a problem.

	<u>Dec</u>	<u>Jan</u>
Statistics: Passengers carried Vietnam	4,3256	4,5070
Aircraft arrivals SGN	1142	1079
Aircraft departures SGN	1129	1080
Cargo carried Vietnam	5,011,947	5,198,778

- 1 (a) Flight time report (See Attach. A)
- 1 (b) Accidents & Incidents (See Attach. B)
- 1 (c) Flight Time Information (See Attach. C)
- 1 (d) Flight Frequency (See Attach. D)

3. Communications. COMENG visited Danang and Nha Trang during the month in connection with the Motorola remote systems installation at both stations.

The 620 Tac Con Sq. [REDACTED] have no objection to our co-locating our equipment within their facilities and have indicated this in a formal letter to Hqs Seventh Air Force. The Seventh Air Force in turn has assigned us rack no. 21 for our equipment and pole no. 7 for our antennas. In a letter to CINCPACAF (DEPPN) they recommended approval of their action and requested CINCPACAF to effect appropriate co-location agreements with Air America. However, they stated in part that although "CED 1722.2 outlines the provisions for an agreement when other government agencies are involved but... no guidelines for civilian agencies..."

4. In light of the above we prepared a letter for BM-SGN addressed to Hqs Seventh Air Force and CINCPACAF, among others, citing a letter from the Judge Advocate's office, Clark AFB to SZ-CLK which rendered the opinion "...Air America constitutes an agency of the Government for the purpose of ...contract". Further, we pointed out that Air America operates in Viet Nam as a contractor exclusively and solely to agencies to the U.S. Government. It is hoped this will enable them to reach a favorable decision more rapidly.

5. The installation at Nha Trang was completed during the latter part of December. However, it has experienced some difficulties of a minor nature. But minor troubles in Nha Trang tend to become major ones due to the problems involved trying to reach Hon Tre Island. If a chopper is not available the Motorola technicians must take a ferry across to the island and thence a jeep to the top of the mountain - and all this is very time consuming. SZ-NHA has promised to aid as much as possible. Personnel of Det. 11, 619 Tac Con Sq. at Hon Tre and their parent organization at Tan Son Nhut have been most cooperative

6. Letters were written to MACV J6 and Posts and Telecommunications via both customers seeking allocation of HF frequencies to Air America as sole user. To date no response has been received but we are hopeful of a favorable decision from both agencies.

7. We have contacted Motorola concerning a lease/maintenance contract for equipment to be used on a ramp control net. We have decided that Motorola Model PT-300 Series walkie-talkies will fill our requirement. Specifically, the unit is P 33DEN-1100, 5 watt, FM, solid state, 132-174 MHz, with integral charger. We will utilize 147 MHz which has been allocated to us for this purpose. The EK 212s presently in use will be assigned to Nha Trang and Da Nang. The unit sells for \$884 but leases for \$30.32 per month. The integral charger costs \$176 and leases for \$6.40. Thus twelve such units could be installed, leased and maintained for approximately \$5,000 per annum. Authority to lease would be based on the same legal opinion handed down by Judge Advocate's office, Clark AFB. In face, the above cited opinion was rendered in a similar contract agreement between Motorola and SZ-CLK. An AR will be submitted shortly for Management's approval.

8. The TR-35 unit installed in Can Tho for communications with RMD, Saigon Base has been only marginal. We are utilizing 5529 KHz but a great deal of fading is experienced. SCM has cable ordered crystals for 9818 KHz and we will try the higher frequency in hopes that it will solve the problem.

A/SZ-DNG has received four TR-20's from VN-41 customer for an intra-city net. Crystals will be ordered shortly.

9. SCM has been given loop resistance readings and other technical data relating to our commercial and military mainlines by Posts and Telecommunications and 1879 Signal Company. This information will be forwarded to Purchasing Agent, TYO via MCRD. This data is required by CKI for the fabrication of our PABX.

10. Statistics :	Dec	Jan
Incoming	1,560,923	8,870
Outgoing	141,116	12,273

V. TRAFFIC/USAID

1. Statistics:

	<u>Cargo (including AF Caribout A/C)</u>	
	Dec	Jan
Outbound (lbs) SGN	1,560,923	1,307,416
Inbound (lbs) SGN	141,116	91,821

VI. TRAFFIC/AAM

1. Several SOP's have been written regarding the general management procedures of a Base Traffic Section. More are in the offing and upon completion it is the intent to incorporate them into a Base Traffic Management Handbook.

2. In an effort to comply with the 9 hour maximum overtime per week restriction and to reduce even further the CTO program, the Traffic Section will operate from 0630 thru 2100 daily with no around the clock coverage. The building security will now become the responsibility of the security Section during hours 2100-0630 effective 01 February 1969.

3. Some difficulty is being encountered in the control of the time cards. Although it is felt that a considerable cutdown in the number of false entries has been made it is known that some fraud is still going on but efforts are being made to rectify the situation. The BM has agreed to place the time cards and a time clock with the Traffic complex as soon as the new clocks arrive (anticipated April receipt). This should then allow sectional control of the personnel and alleviate this present problem

4. Statistics:

	Dec.	Jan
Passenger departures SGN (All Contracts)	5277	5534
" arrivals " (All contracts)	6181	6439
Outbound cargo	104,632	70,566
Inbound cargo	133,068	151,537

VII. GROUND TRANSPORTATION

During January, 10 minibuses were in commission daily.

Statistics: Aggregate Minibuses Mileage

X-4033	3215 Km
X-4034	3367 Km
X4035	2141 Km
X-0417	3232 Km
X-0418	531 Km
X-0419	3048 Km
X-0420	2861 Km
X-1140	2516 Km
X-1141	3021 Km
X-1142	2883 Km

24835 Km = Approx. 1521 miles

Total minibuses down-time: 201 hrs.

Total minibuses pas carried: 5821 pax

Isuzu bus mileage:	X-01057	2330 Km
	X-01058	2675 Km
	X-04329	<u>2834 Km</u>

7839 Km = Approx. 4899 miles

Total Isuzu bus down-time: 88½ hrs.

Isuzu bus pax carried: Cholon route : 8876 pax

Saigon route : 5296 "

Supply vehicles mileage: EB-8176 1987 Km

EB-1780 1246 "

EC-7953 166 "

3399 Km = Approx. 2124 miles

Supply vehicles down-time: 89½ hrs.

3 wheeler mileage: X-04328 33 Km = Approx. 20 miles

3 wheeler lambretta down-time: 21 hrs.

Grand total pax carried: 19975 pax.

VIII. HOSTEL OCCUPANCY

1. During this month, 163 beds (including SRSD's bed for 11 days) were available. Total of beds occupied: 103

Occupancy rate : 63.5%

Non-availability slips issued: 6

IX. PERSONNEL

1. Incoming Personnel: a. US : 8 2. a.) Resignation - 1. US : 3
b. TCN : 7 2. TCN : 3
c. VN : 19 3. VN : 12
(None for mil. service)

b.) Separation - 1. US : 3 (2 surplus, 1 fixed term contract)
2. TCN : 1
3. VN : 4

c.) Transfer - TCN : 2 d.) Deceased - 1. US : 2
2. VN : 2

2. The big departure from routine activities was the time spent with DTT and various USAID and Vietnamese government officials discussing the possibilities of establishing an aircraft line maintenance course for Vietnamese citizens at Tainan. All concerned expressed a great deal of enthusiasm over the prospects of such training, and advised that they would assist, to the extent possible, in obtaining passports and visas for the trainees selected (the largest stumbling block to this proposed program).

3. Total number of personnel, by nationality, at Saigon, Nha Trang and Danang (See attachment E).

X. MEDICAL

1. Number of sick call: There were totally 1975 sick calls in the month of Jan.

2. Accident - There were totally 140 accidents, six of them were more serious and one of them was fatal - causing the death of an employee [redacted]. Carpenter [redacted] was transporting 3 pieces of 1/4" x 4' x 8" plywood from the RGM Supply to the new personnel building under construction on a 4 wheel forney type cart. [redacted] asked [redacted] to sit on the plywood who was returning from the payroll window of Accounting Office. This is the normal way of transporting lumber and plywood. While enroute the two men passed about 126 feet behind Porter A/C N153L which was running up its engine. [redacted] was flipped down to the ground from top of the plywood by the force of air. He was immediately taken to the Base Clinic, and was unconscious. He was then sent to Seventh

Day Adventist Hospital right away. He passed away in the morning of January 22, 1969. Cause of death given by the hospital was "Basilar skull hemorrhage with subarachnoid bleeding"

3. Hospitalized sick call - None
Hospitalized accident - 3
Unhospitalized accident - 137
Outcall - 4
Physical examination: 1 Flt. crew phy. 30
2 Pre-employment phy. 9
2 Accident flt. phys 2

Total: 41
Sanitation: Cafeteria - Satisfactory
Toilet - Fair
Vaccination: 50
Total man days lost by reasons of sickness: 287½ days
Total man days lost by reasons of accident: 85 days

XI. TECHNICAL SERVICES

1. The year has started very badly with a very high accident rate. One PC-6C ditched in the ocean, one C-47 crashed into a mountain, another C-47 hit a bundle of PSP on landing and had the right MLG collapse on touchdown, another PC-6C had engine power loss and crashed. There were a few ground accidents which added to an already costly month.

2. We were honored by visitors from MMB; Director of Shops, Technical Assistant to VPTS, Manager Powerplant Dept and Director Technical Training. Three out of the four men had never previously visited Vietnam, so considerable benefit should be realized at both ends. Some very good suggestions were received from these men and improved support to us was promised. It is always an eye opener to see the daily problems that personnel in the field must resolve, when parts are not available, or parts are received in an unserviceable condition from MMB, observing conflicting manuals/procedure sheet information, and lack of test equipment/facilities. Out beg, borrow or swap activities that result from the N.I.S. status with aircraft parts always amazes people who are accustomed to the MMB Supply and overhaul shops capabilities. A ceiling fan swapped for a 204B stainless steel firewall, three bottles of booze to use the heat/treat furnace at USAF Shops, ten gallons of paint for a new 204B overspeed governor, a bottle of scotch to get a tail rotor hub magnafluxed, four pieces of plywood to repair a T53 fuel control, a case of sirloin steaks for a 205 tail boom etc.. This approach is frowned upon by some but is forced upon us because of a lack of spare parts. In most cases the stock level is adequate but cannot be maintained by MMB Supply. This is particularly true with 204B parts.

3. Considerable efforts and progress was put into improving our ground handling practices and reducing incidents. All concerned RMD personnel are going through a complete recertification for engine run up, towing and taxiing. This includes written examinations in all phases of new and old qualifications. Every skilled and unskilled man in the RMD Ramp Crew will attend a ground (ramp) safety course. All personnel are being

reviewed for Company driver license needs and qualification.

4. The West Ramp resurfacing project is moving along at a steady pace and we are still hoping the contractor can beat his deadline for completion of 1 April 1969. Being unable to park some ten (10) of the larger aircraft on the West Ramp plus the fact that we have about ten (10) large aircraft on station but not assigned to a contract and four (4) more Volpar Aircraft have been assigned to Saigon does not help us to reduce ground handling accidents/incidents. Verbal and written requests have been made move some of the spare aircraft out of Vietnam. "Ramp Saturation" is a very appropriate term to describe the situation we have at Saigon.

5. RMD/FW dispatched 1,256 flights during the month of January 1969. This is up some from last month. The maintenance delay factor went down again this month. If the trend keeps going like it is, our delays will soon be down to an acceptable level.

From the total of 1,256 departures, only 23 delays could be attributed to maintenance. This is a fair record and we are striving to improve on it.

We had 18 engine changes for the month of January. Of these 18 engines, only one was a scheduled change. There were 11 Garrett TPE 331 Turbo Prop engines changed and the other 7 were reciprocating engines of one type or another. The reasons for the unscheduled engine changes were varied and no pattern was followed.

Out station recoveries this month were 10.

6. Approximately 1,450 rotary-wing hours were flown during the month with no major problems, but we are finding it rather hard to keep the choppers flying on N.I.S. slips. Also some parts drawn from Supply are not acceptable for various reasons, these are being returned to MMB with an attached memo to DQC explaining the problems. Numerous parts had to be "procured through local source" to prevent extended down time of helicopters. The engines that have been extended to 2,000 hrs are now nearly out of time again, so in the very near future Saigon will be in need of a couple engines. We do not have a spare engine at this time at Saigon.

7. The overall shop activities remained on an even par, with the exception of an increase in overtime in the Sheetmetal Shop, and an accident on 11 January 1969, when C-47 number 147 sustained major damage to the right main landing gear, hitting a stack of PSP and then collapsing.

Depending upon Air Vietnam, Continental Air Service or the U.S. Air Force should be reduced to a minimum. The skill level of our mechanics in the shops is relatively high. The proverbial weak link in the chain of production is lack of tools. Motivating our own personnel into putting forth that extra effort when the pressure is on is not very difficult but depending upon other outfit to meet our schedules in another story.

8. The New Year has got off to a good start in Quality Control. The month of January went by in a very routine manner with the normal types of problems being uncovered.

9. General Maintenance : Renovation of the old GMD Carpentry Shop is nearing completion. The Toilet facilities are presently being installed. The major set back now are the electrical fluorescent fixtures being procured out-of-country. These have been on order since the 23 December 1968. As soon as these light fixtures arrive, AAM Personnel and CAT Ticketing Offices will be moved into the building.

Renovation of the new FIC office, A# No. 8089 is underway and is about 85% complete.

Power cable which was installed in underground conduit since 1965 were pulled out from the transmitter room towards the Traffic Terminal junction box to reinstall a 50 pair communications cable. Other power cables in the conduit, not in use, will be pulled as soon as possible.

A bench grinder was fabricated in the GMD Welding Shop using a spare motor from Supply and will be put into service as soon as painting is completed. The Welding Shop is still overloaded repairing damaged and cracked Tow bars and work stands.

All RGMD Departments were kept busy this month due to many CkRs and urgent projects going on. GMD has fabricated a large steel rack to accommodate pipes, angle iron, G.I. sheets and other assorted steel for various projects. Also being fabricated this month is a Lathe Machine which will be used to turn down brake drums and fabricate motor bushings. This will save considerable time and expense now incurred taking than downtown. A hydraulically operated fire escape is nearing completion to be installed at the rear of the RMD Shops building. Both Lathe Machine and fire escape were designed by Oscar V. Bernardo SPMD/SGN.

A concrete foundation has been poured for Saigon's new 60 KW emergency power unit. The power unit will be installed on it as soon as the concrete has sufficiently cured.

Utilities:

- (a) Base power plants - Nil
- (b) City power - Invoice not yet received
- (c) Base water consumption:
 - 1. Potable water VN\$70,250.00 (for 1-15 January)
 - 2. Commercial water - Bill not yet arrived

10. Facilities Development: The Utilities Tunnel is approximately 63% finished.

We are experiencing some difficulties due to the fact that the backhoe being rented broke down. We expect it to be back in operation in the next couple of weeks.

The connecting of pipe outlets and vents are being installed on the 5000 gallon kerosene tank located at the back of the GMD Shops.

ary was the most successful month to date in our Technical Training program. emphasis being placed on [redacted] training, many of our department heads i people for various training and many courses were started. The Helicopter cs Course finished its first group of 10 men; the Vietnamese Ramp Service is in progress; a course for GTD drivers has turned out two classes; the AES quipment Course was completed with 5 AES Mechanics; a Ramp Service and Ground ng Course is being given to all personnel that work on and around the ramp; A Airframe and Powerplant students are on their last course subject and will he FAA written examination in March.

echanical Training department has acquired a section of shop space that now ts us to OJT students in shop courses. Tools for sheetmetal and general anic training are on order and as soon as received, a sheetmetal course for [redacted] will be started. The DTF visited Saigon; the purpose of his t was to interest the Vietnamese Government in permitting [redacted] 30 to Tainan for advanced training. With our expanded local training, plus nan Aircraft Mechanics Course, Air America will lead in the training [redacted] onnel within the field of aviation.

Supply

new POL monthly report in Stock Control will indicate total receipt and daily ssues of mobile gasoline, diesel fuel and kerosene in addition to the monthly eport on mobile jet oil. With the new set up of Bien Hoa and Cantho station, total 102 line items of parts and equipment have been shipped to Bienhoa; 269 line items of parts and equipment were shipped to Cantho station (Project 55555) as an initial support. The procurement function has experienced about the same work load as that of the last month. To place a more tight control on AR spending, all DDPs and PRs pertaining to approved AR purchases must be processed with a cost estimation available. This will cut down the over spendings on AR purchases. Property & Inventory has completed the cycle inventory of classes OIC and OIE for a total of 998 line items. There were 11 Aircraft AGP cases in contrast to December's 35. Only three hours total revenue time lost was charged during this period. The stores operation remained normal. Undertaken were the ever continuous relocation projects; space again is becoming a problem. Recently, we received a large amount of backlogged cargo from MMB, and proper storage of these parts especially the bulky items is becoming more difficult. The tool Crib had a total of 6098 line items loaned out during this reporting period, of which 6084 line items were returned and left 14 line items outstanding.

The General Maintenance/POL Issue Unit experienced normal operations during this reporting cycle with only a slight increase in its work load. Still to be accomplished within the main storage area is the relocating of the existing lighting equipment. The POL area is nearing completion as the protective fencing for the outside stores is being put into place.. Movement of POL products to new POL area scheduled for 31 January. Shipping and Receiving remained normal.

	<u>Dec</u>	<u>Jan</u>
<u>Company Services</u>		
Transit	374	381
Overnight	832	798
No. 1 Service	31	27
2 "	31	27
3 "	10	7
4 "	1	5
	12	22

Line Items

Requisitions
Receipts
Store Issues
Stock Credits
Posted to Cards

	<u>Dec</u>	<u>Jan</u>
	3325	3267
	2072	2180
	6587	6342
	605	485
	18167	17226

X - SAFETY (See Attachment F)

Original signed by
E. J. THEISEN
ABM-SGN

M. Hulse

SAIGON BASE FLIGHT TIME REPORT
 JANUARY 1969

contract VN-41.

A/C No.	Revenue		Non-Revenue	
	Flight Time	Block Time	Flight Time	Block Time
N67984	50:35	62:53	18:05	20:34
B910	68:22	85:52	3:20	4:35
B926	70:38	84:35	-	6:58
B928	97:00	125:22	6:18	3:44
N67985	101:22	126:32	3:13	4:19
B138	70:00	83:16	3:20	25:14
B146	52:50	62:28	22:24	-
B154	45:31	57:00	-	15:30
B829	129:45	157:20	13:30	0:40
6083	145:51	173:01	0:13	-
8084	147:26	173:15	-	-
6147	34:39	45:36	6:27	8:01
5559	87:40	117:56	8:00	9:45
5949	34:51	41:48	-	-
5994	131:44	159:28	19:55	21:56
B817	132:16	158:42	20:27	22:29
N539Y	69:12	80:26	-	-
N544Y	49:21	58:16	2:35	4:13
N6154U	79:39	96:18	0:42	1:06
N9518Z	96:43	117:18	6:28	7:37
N9956Z	85:34	103:27	-	-
N3674G	10:14	11:58	-	-
N7695C	5:18	6:23	-	-
N91295	13:49	16:47	9:48	11:00
N3728G	3:48	4:46	17:18	21:23
N7770B	-	-	12:16	15:17
N9577Z	8:53	11:00	8:21	9:35
N9664C	21:49	25:43	6:41	8:01
N9838Z	28:52	33:54	-	-
N77Y	99:03	124:32	1:03	1:40
N5269V	111:20	133:43	1:09	1:56
N7950C	112:47	139:45	2:37	4:13
N9521Z	112:26	136:02	-	-
N9573Z	137:16	167:43	-	-
N21412	84:50	103:59	-	-
N51259	106:56	131:02	-	-
N6622C	38:45	47:45	-	-
N137L	2:31	3:44	7:04	8:41
N9592Z	31:47	39:09	-	-
N9855Z	107:56	124:58	6:59	8:25
N9871Z	76:07	89:04	-	-
N9898Z	104:33	123:05	2:31	3:12
N4933C	45:41	57:37	-	-
N5254V	44:03	53:10	0:38	0:51
N9073Z	122:33	144:46	-	-

N153L	150:28	175:03	2:52	4:00
N198X	119:00	141:23	4:45	5:50
N285L	117:03	132:25	-	-
N358F	134:40	153:15	4:06	5:00
N391R	125:52	150:18	-	-
N394R	70:08	82:50	7:49	9:17
N9444	122:14	146:47	1:54	2:53
N152L	35:17	41:42	-	-
N184L	11:05	13:43	-	-
N185K	9:17	10:19	-	-
N192X	11:12	12:50	-	-
N194X	8:36	11:26	-	-
N393R	7:16	7:55	-	-
N748N	11:27	12:52	-	-
N12450	28:30	31:57	-	-
N1303X	174:03	174:03	23:10	23:10
N1304X	141:02	141:02	5:05	5:05
N1305X	138:13	138:13	10:17	10:17
N1306X	190:25	190:25	5:45	5:45
N1307X	164:53	164:53	9:25	9:25
N8512F	1:55	1:55	-	-
N8513F	18:10	18:10	-	-
N8514F	19:47	19:47	-	-
N8535F	19:05	19:05	-	-
B839	121:49	142:59	2:28	3:37
B857	81:21	91:45	1:46	2:17
B865	98:22	112:31	3:07	3:50
B867	122:25	137:51	-	-
B869	104:48	117:55	0:56	1:00
XWPBS	14:06	16:52	-	-
XWPBT	7:47	9:22	-	-
B849	83:48	95:12	5:39	7:55
B875	102:07	119:48	-	-

Sub-total	5778:27	6737:58	300:26	350:16
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2. Contract 4395.

N539Y	7:53	9:29	-	-
N544Y	42:43	55:53	0:30	1:00
N3674G	78:03	92:01	4:59	5:29
N7695C	69:36	84:16	2:23	2:59
N91295	44:30	54:23	3:34	4:31
N6154U	6:13	7:13	-	-
N9518Z	2:20	2:45	-	-
N9956Z	2:52	3:26	-	-
N9577Z	7:45	8:35	-	-
N9838Z	9:55	11:35	-	-
N137L	49:21	73:19	1:11	1:38
N6622C	-	-	12:08	13:55
N7950C	0:49	1:19	-	-
N4933C	3:32	4:39	-	-
N9073Z	1:33	1:45	-	-
N152L	63:04	71:55	4:11	4:56
N184L	95:10	111:15	4:11	5:25

N185K	89:09	99:47	-	-
N192X	76:25	89:11	5:58	7:02
N194X	73:36	85:44	2:46	3:29
N393R	82:47	93:12	-	-
N12450	43:27	47:52	1:33	2:19
N198X	12:34	15:31	-	-
N285L	2:59	3:20	-	-
N391R	5:14	7:16	-	-
N394R	67:11	75:18	-	-
N9444	11:56	14:29	-	-
N8512F	193:21	193:21	2:00	2:00
N8513F	59:27	59:27	10:48	10:48
N8514F	53:41	53:41	9:43	9:43
N8535F	103:37	103:37	1:45	1:45
N1304X	3:57	3:57	-	-
N1305X	3:05	3:05	-	-
N1306X	4:41	4:41	-	-
N1307X	0:46	0:46	-	-
XWPBS	77:10	89:41	3:06	3:43
XWPBT	60:59	72:19	1:25	2:07
B839	1:03	1:30	-	-
B857	21:59	26:06	-	-
B865	1:30	1:58	-	-
B867	19:19	22:27	-	-
B849	24:22	28:02	-	-
B875	2:39	3:37	-	-

Sub-total	1582:13	1793:43	72:11	82:49
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3. Contract 0005.

N6622C	34:32	40:22	-	-
N5254V	6:53	8:00	-	-
N137L	2:40	3:01	-	-
N77Y	2:50	3:12	-	-
N391R	1:10	1:19	-	-
N8535F	2:58	2:58	-	-

Sub-total	51:03	58:52		
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Total Revenue Flight Time	7441 + 43
Total Non-Revenue Flight Time	372 + 37
Total Revenue Block Time	8590 + 32
Total Non-Revenue Block Time	433 + 05
 GRAND TOTAL FLIGHT TIME	 7784 + 20
 GRAND TOTAL BLOCK TIME	 9023 + 37

FLIGHT INFORMATION CENTER
SAIGON
MONTHLY ACTIVITY REPORT
1 - 31 JANUARY 1969

PART I
AIRCRAFT INCIDENTS

Date	A/C No, Type & Contract	Place	Description
8 Jan	N1303X 204B VI-41	BS 6040	Acft was flying low due wx. PIC heard one round pass near acft. A high speed turn was executed. No acft damage or personnel injury involved.
10 Jan	N393R PC6C 4395	3 miles E. of V-272	Acft received one hit in the left rear portion of the horizontal stabilizer. Acft was on third trip into V-272 at low level due wx. No personnel injuries involved.
15 Jan	N1304X 204B VI-41	BS 5276 between V-204 and V-23	PIC was flying at 1000' passing over a bend in the river when he noticed personnel poling bamboo rafts on the river. The personnel commenced firing on the acft with moderate intensity. PIC continued on course clearing the area.
17 Jan	N1307X 204B VI-41	ES 1054	Acft was inroute to VO1 when the AMD heard enemy gunfire. No acft damage or personnel injury involved.
22 Jan	15559 C-47 VI-41	SW of V-17 final approach	PIC was letting down through the haze, turning into final for a landing at V-17 when the acft took one hit in the left wingtip. PIC continued the approach and landed safely at VI7. No personnel injury involved.
22 Jan	XN-FBT H-395 4395	V-247	On right downwind for rwy 10 at V-247 six rounds of enemy gunfire were directed at the acft. No acft damage or personnel injury involved.
22 Jan	B-817 C-47 VI-41	On ramp at VO3	Danang AB received 15 rounds of rocket fire at 0600L. During pre-flight inspection, PIC found three small in fabric on top side of left aileron which PIC attributes to flying debris caused by nearby rocket impact point.

: 25 Jan :	N9871Z	: VOI	: Acft was in traffic pattern at VOI	:
:	C-45	:	: when PIC observed muzzle flashes of	:
:	VN-41	:	: enemy small arms fire presumably	:
:		:	: directed at his acft. No acft damage	:
:		:	: or personnel injury involved.	:
:		:	:	:
: 29 Jan :	N1303X	: An Outpost	: Acft was on final approach to an out-	:
:	204B	: at XS 7388	: post when one round of small arms fire	:
:	VN-41	:	: was heard believed to have originated	:
:		:	: from a tree line in the vicinity of	:
:		:	: the outpost. No acft damage or	:
:		:	: personnel injury involved.	:
:		:	:	:


ART II
SITUATION SUMMARY

The enemy continued to move large amounts of supplies and ordnance into South Vietnam. Many large caches were discovered, some near Saigon. Terrorists acts appear to be increasing, the primary targets being Government Officials and facilities. Many of our crews are breaking curfew restriction in the mornings in an effort to meet the schedule imposed by the customer. This practice is becoming increasingly more dangerous with the arming of more teenager by the Government. They have killed or wounded numbers of people who were out during curfew, including a palace guard on his way to work and military personnel. Several times they have opened fire on one of their own units. They will shoot at anything or anyone that moves during curfew.

There has been an increase in Anti-Aircraft fire in I Corps. Airburst have been reported up to 16,000 feet.

There have been a number of UFO's reported in II Corps. They apparently are Choppers, as the speed is usually under 100 M.P.H. The sightings are mostly at night and could be a movement of troops and supplies by the enemy. Indication are that the enemy plan to launch their spring offensive prior to TET. Major targets are reported to be Danang, Nha Trang, Bien Hoa, Saigon and Can Tho.

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ATTACHMENT " B "

FLIGHT TIME INFORMATION

<u>CONTRACT</u>	<u>FLIGHT TIME</u>	<u>BLOCK TIME</u>	<u>HAZARDOUS PERCENTAGE OF HAZARDOUS TIME</u>		<u>LEGS</u>	<u>PASSENGERS</u>	<u>CARGO</u>	<u>FLT TIME</u>	<u>BLK TIME</u>
			<u>TO FLT TIME</u>	<u>TO BLK TIME</u>					
VN-41	5,778 + 27	6,737 + 58	4,596 + 04	79.53%	11,263	33,223	3,156,273	300+26	250+16
4395	1,582 + 13	1,793 + 43	1,273 + 16	80.47%	3,467	7,858	251,030	72+11	82+49
00005	51 + 03	58 + 52	33 + 22	65.36%	39	89	2,125	-	-
<hr/>									
SUB TOTAL:	7,411 + 43	8,590 + 33	5,902 + 42	79.64%	14,769	41,170	3,769,428	372+37	333+05
CAL	381 + 38	522 + 44	192 + 12	50.36%	392	3,900	1,429,350		
<hr/>									
GRAND TOTAL	7,793 + 21	9,113 + 17	6,094 + 54	78.20%	15,161	45,070	5,198,778		

ATTACHMENT "B"

SAIGON BASE FLIGHT FREQUENCY

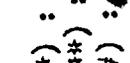
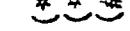
JANUARY 1969

	C-46		C-47		DHC-4		BEECH		PORTER		204-B		VTB		HELIO		TOTAL	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
CONTRACT	78	78	156	154	39	38	295	300	199	198	90	90	124	124	99	97	1080	1079
FERRY	3	3	1	2	-	1	-	1	-	-	-	-	-	5	-	-	4	12
TRAINING	7	7	10	10	2	2	5	5	13	13	19	20	6	6	3	3	65	66
MAINTENANCE	-	-	-	-	-	-	4	3	4	4	1	1	-	-	1	1	10	9
TEST	1	1	-	-	1	1	8	8	11	11	10	10	10	9	15	15	56	55
OTHER (NON-REV.)	-	-	-	-	1	1	1	1	-	-	-	-	2	2	-	-	4	4
TOTAL	89	89	167	166	43	43	313	318	227	226	120	121	142	146	118	116	14	1225

ATTACHMENT "D"

S A I G O N B A S E

CLASSIFICATION	GRD		FLT		GRD		FLT		GRD		FLT		GRD		FLT		TOTAL	
	66	186	187	17	216	1	34	4	606#	16**	2	3	2*	1116	224	15	1131	224
PERMANENT																		
TEMPORARY																		
FTC																		
PRE-PROCESSED									15									
TOTAL	66	186	187	17	216	1	34	4	621#	16**	2	3	2*	1131	224	15	1131	224

(*) : 
 (**): 
 (#) : 

GROUND PNL : 1131
 FLIGHT PNL : 224
 TOTAL : 1355

ATTACHMENT " E "

DA NANG SUB-BASE

CLASSIFICATION	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]		TOTAL	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
PERMANENT	5		16		32		110		163	
TEMPORARY										
FTC										
PRE-PROCESSED							10		10	
TOTAL	5		16		32		120		173	

GROUND PNL : 173

FLIGHT PNL : 0

TOTAL : 173

ATTACHMENT " E "

MHA TRANG SUB-BASE

CLASSIFICATION	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]		TOTAL	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
PERMANENT	6		15		30		88		139	
TEMPORARY										
FTC										
PRE-PROCESSED							3		3	
TOTAL	6		15		30		91		142	

GROUND PNL : 142

FLIGHT PNL : 0

TOTAL : 142

ATTACHMENT " E "

SAFETY MONTHLY REPORT - JANUARY 1969

1. GENERAL

Pilot meetings.

- Porter - 3 January. Discussion of the military Operational Hazard Report program. AAM has received a number of these OHR reports, mainly concerning the Porter and Beechcraft operations. All of them concern air traffic pattern and taxiway conflicts. In most of the instances, a lack of proper radios and/or frequencies on Company aircraft has resulted in our pilots not being able to receive tower instructions or advisories.
- Beechcraft - 10 January. Same topic as above.

Investigation.

During the months of January and February the frequency and scope of accident investigations has prevented completion of the following accident investigations has prevented completion of the following accident reports:

PC-6C N748N, 4 January 1969 - Completion of this report delayed by (1) seven subsequent accidents, (2) Captain Segarra departed on emergency leave 4 February, prior to final meeting with Investigation Team. (3) Non-receipt of PC-6C maximum glide performance data, (4) Non-receipt of tear down analysis. Estimate Local Review Board by 10 March.

C-47 16147, 11 January 1969 - This report has been delayed by non-receipt of engineering profile of V-260, Bao Loc Airfield. Estimate Local Review Board by 4 March.

C-47 15949, 16 January 1969 - In country investigation completed, report being assembled in Taipei.

Fatal ramp accident at V-01, 20 January 1969 - Preparation of report delayed by subsequent investigations. Estimate Local Review Board by 7 March.

PC-6C N391R, 31 January 1969 - Tear down analysis not received by Investigation Team. Estimate Local Review Board by 14 March.

VTB N91295, 3 February 1969 - No information received to date regarding victim fatally injured by landing aircraft. Estimate Local Review Board by 17 March.

Preparation of report data for above accidents delayed one additional week by inactivity during TET holidays.

2. Safety Suggestions

Undated Safety Comment - Problem of lack of identification by enroute and approach control radar. Suggests installation of transponder. Comment forwarded to DSAFE.

Undated Safety Comment - During January, PIC was vectored through thunderstorm by Departure Control, vectored out of a cloud directly into an airstrike, lost on GCA final at V-07, lost turning GCA final at V-03, all because of lack of transponder. Recommends installation of transponders. Forwarded to DSAFE.

3. Follow-up Action

Reference Safety Hazard Report No. 05057, dated 28 November 1968, regarding Beech C-45/10-2 carburetors leaking under pressure. It was determined by the Supervisor, Accessory and Hydraulic Shop, TNN that the pressurization test should be limited to one minute. Everyone concerned has been advised.

4. Unfriendly Action

<u>DATE</u>	<u>A/C NO./TYPE</u>	<u>LOCATION</u>	<u>REMARKS</u>
04	C-47/B817	UNK	Left landing light lens had 2½" bullet hole.
10	PC6/N393R	V-272, 31 mi E	A/C hit in stabilizer by one rd of small caliber AW, no injury. Flying at 500' due WX.
17	204B/N1303X	BS6040	Near miss by 1 rd small arms while flying at 1800' due to WX.
21	204B/N1307X	YS1054	Near miss by 30 sec of small arms fire while proceeding to V-01 at 2500'.
22	204B/N1304X	BS5276	Near miss by 5 sec of small arms fire from raft in river while flying at 1000 from V-204 to V-23.
22	C-47/B817	V-03, on ramp	A/C hit by 3 small rocket fragments top of left aileron. Found on preflight after V-03 received 15 rds of rockets.
22	Helio/XN-PBT	V-247, downwind	PIC informed by tower he had near miss by 7-10 sec AW fire on downwind at 500'
22	C-47/15559	V-17, in traffic	A/C hit by one rd small arms in left wing tip while turning final at 950'.
26	C-45/N9871Z	V-01, downwind	PIC and tower observed 10 sec of AW fire while on downwind at 1000'.
30	204B/N1303X	YS7388	On descent to outpost at 800', copilot heard 1 rd small arms fire.

5. Minor Incident/Inflight Irregularities

<u>DATE</u>	<u>A/C NO./TYPE</u>	<u>LOCATION</u>	<u>REMARKS</u>
23	VTB/N7695C	V-01	Landed w/flat tire - 70% of inboard sidewall blew out, brake and wheel damaged. Tire failure with tread in good condition.
27	10-2/N9573Z	V-07	Pilot tube bent and right main wheel dented by Marketeer cart on ramp. Corrective action - remedial training and establishment of minimum approach distance from A/C for carts.
29	Helio/B857	V-20	A/C stopped on runway, could not unlock tail wheel. Crash crew pushed A/C rearward damaging wingtip and aileron on fire truck. Pilots have been advised to closely supervise manhandling of small A/C.

6. Accident Reports

<u>DATE</u>	<u>A/C NO./TYPE</u>	<u>LOCATION</u>	<u>REMARKS</u>
04	PC6/N748N	CP0538	Flame out at 11,000' - radar descent through clouds - ditched 200 yds off Cam Ranh beach. Under investigation, engine teardown analysis not available.
05	C-45/N9871Z	V-01, ramp	While backing A/C towbar slipped off, broke wheel assy fins. Ramp crew negligent-received discipline.
11	VTS/N3674C	V-01, ramp	Torque links bent and bolt sheared, tow tug exceeded turning limits. Entire ramp crew scheduled for ground-handling ramp safety course on 20 January.
11	C-47/B147	V-260	Right main gear broken by obstacle on runway while landing. Under investigation.
16	PC6/N394R	V-242	Full power go-around w/full flaps due to motorbike pulling on runway. Rivets pop and skin torn at left flap center bracket.
16	C-47/B949	ZD1506	A/C destroyed, 12 fatalities. Impacted on high terrain in bad weather. Under investigation.
18	204B/N8535F	UNK	ADF antenna and A/C belly each had 2 1/2" hole, cause unknown, probably landed on grass.

20	N/A	V-01, ramp	AAM employee fatally injured - sitting atop plywood panels on towed cart - prop blast blew panels off and employee was thrown 15' landing on head.
21	204B/N8535F	UNK	T/R blade had $\frac{1}{2}$ " dent on leading edge. Found on post-flight, cause unknown, probably small stone.
22	10-2/N77Y	V-07	6" crack in pilot's windshield - log item found on return to V-01. Cause unknown.
23	PC6/N194X	V-133	Right main tire flat, found small cut on sidewall, probably sharp object on runway.
23	VTB/N7695C	V-01	Right main tire went flat on landing roll. A/C taxied some distance on flat to clear runway. Tire cut around sidewall, probably at rough strip.
23	PC6/N12450	V-07	Landed with right main tire flat, found large nail in tire. Tire and wheel assy had to be replaced.
29	10-2/N7950C	V-01, in hangar	Marketeer cart damaged right rudder, brakes on cart failed, found plunger in master brake cylinder damaged.
29	C-46/BL46	V-27	Right main tire flat, tread worn through. Probably due to excess braking.
31	C-47/B817	V-80	Pilot reported hard landing. Both main gear wheels replaced, damaged beyond repair.
31	PC6/N391R	V-53	Flame out on precautionary go-around, A/C crashed in level attitude from 50 feet. Two pilots had cuts, abrasions, and bruises, one VN pax critically injured, still in coma. Under investigation. PRES informed MSAFE fuel pump spline shaft failed due no lubrication. Have not received tear down analysis from MMB. (Note - MSAFE was informed by AAM employee TDY from another base several days before PRES called.)