

III FLYING

A. The month of October is thankfully over, with hopes, but little expectation that November will see an improvement in the bind on flying time limitations. It seems that no matter how much effort goes into programming and planning the flight schedule and leave program, we continually fall behind the proverbial eight-ball. For one thing, our pilots just refuse to understand that it is vital to the operation that they only get sick when they are programmed for sick leave, not just at their convenience. In all seriousness, the schedule has been so tight at the end of the month and will be amplified as the end of the year approaches, that in several instances only because the customer did not request the standby aircraft, were we able to stay as close to the specified restrictions as we did.

LET'S do SOMETHING ?

B. Morale is about minimum satisfactory. The same problems mentioned in past reports still remain a factor, and it would serve little purpose to reiterate them individually. Suffice to say, they have not cleared up nor improved appreciably.

C. It seems that the coordination and cooperation with maintenance has taken a definite upswing and if the trend continues, and there is no reason it should not, the whole station cannot help but benefit. Mutual assistance, discussions and constructive criticism have replaced most of the "just criticize" that both sides have been guilty of in the past on occasion. Hopefully this new trend will grow and expand.

D. The sudden announcement of the MPC conversion caused many of the pilots that were away from Saigon considerable concern. As it turned out, very adequate and liberal provisions were made by the "powers that be" for these people to convert their "old" for the "new". For those in Taipei and elsewhere still holding the old issue, it may come back to value, just like the Confederate Dollar.

E. Flying time for the month was up by 195 hours as compared to September. Totals by aircraft type are as indicated.

<u>Increase</u>	<u>Decrease</u>
PC 6 = 1971 + 346	C 46 = 857 - 74
204B = 1553 + 181	C 47 = 1265 - 49
VTB = 600 + 63	DHC4 = 200 - 96
	Beech = 1860 - 71
	H395 = 1111 - 55

F. The above figures, as compared to the contractual agreement, reflect a much more interesting outlook.

PC6 = 109	C46 + 117
204B +233	C47 + 5
VTB - 100	DHC4 - 75 (-25)
	Beech + 265
	Helio + 81

G. Only in the DHC4 did we fly less than contractual minimum the flight time standards are grossly affected by this overage. The challenge is here and we will meet it.

IV OPERATIONS

A. Curfew hours for Tan-Son-Nhut were extended the latter part of October to allow in-country flights to arrive as late as 2130L and international flights at 2100L. With these extended curfew hours Department Heads are studying means of eventually returning to a full three shift operation. We became more cost conscious last month and suggestions were submitted to the Base Manager as to how we would do our share for overall cost reduction. If the political situation remains stable we can forecast profitable months to follow.

B. Statistics:		<u>Sept</u>	<u>Oct.</u>
	Passengers carried Vietnam	45,715	48,741
	Aircraft arrivals SGN	7,252	1,022
	Aircraft departures SGN	1,252	1,017
	Cargo carried VN	7,473,209	6,071,447

- A. Flight Frequency (See attachment A)
- B. Flight Time Report (See attachment B)
- C. Accidents & Incidents (See attachment C)
- D. Flight Time

<u>Contract</u>	<u>Flight Time</u>	<u>Block Time</u>	<u>Hazardous Time</u>	<u>Legs</u>	<u>Passengers</u>	<u>Cargo</u>
VN-41	6303 + 59	7294 + 59	5029 + 50	11,955	35,125	4,123,438 lbs
4395	1739 + 01	1938 + 44	1453 + 27	3,721	8,666	391,992 "
C-0007	57 + 42	62 + 59	36 + 56	44	117	875 "
TOTAL :	8100 + 42	9299 + 42	6520 + 13	15,720	43,908	4,516,305 "
CAL :	446 + 38	603 + 06	258 + 33	494	4,833	1,555,142 "

Non-Revenue

	<u>Flight Time</u>	<u>Block Time</u>
VN-41	243 + 25	293 + 38
4395	75 + 18	89 + 29
TOTAL :	318 + 43	383 + 07

V COMMUNICATIONS

A. It can be demonstrated that all communications personnel have received extensive cross-training within their individual limitations and capabilities in the various facets of Base communications activities.

B. This cross-training has a direct bearing upon Management's proposed cost saving and possible reduction-in-force throughout the various departments of the company as far as Saigon Base communications is concerned. Although we do not deem it practical to reduce our present number of communications personnel due to the ever-increasing workload placed upon this department