

SAIGON BASE  
MONTHLY REPORT  
JANUARY 1970

I. GENERAL

1. Total block time in January 1970 was 6114 vs 6332 hours for December 1969.

2. VN-70 Customer (USAID/CORDS) Terminated 2 VTBs (N9838Z and N7695C) plus one C-46 (B138) effective 31 January 70. B-138 will remain in Tainan in temporary storage status whereas the VTBs (for the time being) will remain in SGN. VTB N7695C will go to temporary storage in SGN and N9577Z will be carried as a SGN spare. The VTBs were terminated due to internal customer problems however we expect full utilization of the spare aircraft and our experience so far in February bears this out. We will watch this situation very carefully and make recommendations accordingly. Meanwhile VN-70 has issued a Call Order for DHC-4 N544Y effective 1 February 70. I would forecast a fairly stabilized flying program between 6200 to 6500 block hours for an indefinite period.

3. The change in our pilots uniforms with the addition of epaulettes and "scrambled egg" hats for the Captains has had a noticeable effect. Our aircrews look sharper, act sharper, and (I hope) will fly sharper. Their over-all personal appearance is much improved with better creased trousers, haircuts and better polished boots resulting from what I believe is the psychological effect of the improved uniform. I am, indeed proud of their appearance. The customer is also favorably impressed.

II. FACILITY DEVELOPMENT

1. We are quite stabilized in our facility development with no major projects which urgently need doing except Project 6695 - Renovation of the Operations/MFD Building which formerly housed the Base Manager's Office, and Project 6697 - Relocation & Renovation of various Shops and Offices. These have been substandard facilities throughout our evolution as a major base within the company system. Both projects have been forwarded to the Head Office - TPE for approval.

III. CUSTOMER RELATIONS

1. Our relations with all customers has never been better. They are so congenial, it is unbelievable.

IV. GENERAL AFFAIRS

1. Cost of living - According to the National Institute of statistics, the consumption index for Dec. 69 as compared with that of 1968 increases by 28.4% for the middle class and 31.7% for the workers class. Compared with the index of the base year 1963 of 100, the 1969 index is as follows: Middle class: 452.1 ; Workers class: 500.2

The cost of electricity has recently increased by 40% from VN\$6 to VN\$8.4 per kw/hr.

2. Air VN pay increase - The employees' demand for salary increase was finally settled. Effective 1 January 1970, The Board of Administration approved salary increase as follows:

Grade I - 4	:	2100	VN\$	per	month
Grade 5	:	1500	"	"	"
Grade 6	:	1200	"	"	"

The pay raise results in the company's payroll being increased by 5 million piastres per month.

3. Tet gifts - In appreciation for assistance during the past year, token gifts were presented to 148 GVN officials or ARVN officers with the following breakdown:

High level	:	36
Supervisory level	:	33
Working level	:	79

#### V. SECURITY

1. Rumored public disturbances - None

2. Historical or customary dates & particulars forthcoming demonstration - The Vietnamese New Year "TET" took place on 6 through 8 Feb. 1970. All business has been suspended on those days and no customary demonstration anticipated. According to a joint communique of the Commander of the Special Military Capitol and the Military Governor of the Saigon and Gia Dinh, fire crackers were strictly prohibited.

#### VI. MEDICAL

Number of visits	:	1351
Accidents	:	78
Hospitalization	:	7
Unhospitalization	:	77
Outcalls	:	6
Physical examination	:	19
Sick leaves	:	261

#### VII. PERSONNEL

1. General Information - It looks as though the Year of the Dog is also to be the Year of the [redacted] Trainees. We are assured at this time that a majority of the Tainan candidates will be able to leave for Tainan in February. As appropriate, cable correspondence will be sent to all concerned keeping them advised of all late developments.

There is lots of talk of an impending devaluation; the value of the piastre on the open market is still about VN\$350 to US\$1.

2. Personnel Strength - Saigon Base

Classif.	[REDACTED]								Total	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
Permanent	37	135	132	13	138	2	14	4	321	154
	[REDACTED]								Total	
	GRD	FLT	GRD	GRD	GRD	GRD	GRD	GRD	GRD	FLT
Permanent	525 <sup>#</sup>	13 <sup>**</sup>	2		2		1 <sup>*</sup>		530	13
Pre-processed:	5									

(\*) : [REDACTED] Ground personnel: 856  
 (\*\*): [REDACTED] Flight personnel: 167  
 (#) : [REDACTED] Total: 1023

Da Nang Sub-Base

Classif.	[REDACTED]				Total
	GRD	GRD	GRD	GRD	GRD
Permanent	4	14	19	79	116

Nha Trang Sub-Base

Classif.	[REDACTED]				Total
	GRD	GRD	GRD	GRD	GRD
Permanent	5	12	24	62	103

Can Tho Sub-Base

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

VIII. TRAFFIC/AAM

	December 69	January 70
Passengers departure SGN (all contracts)	5,997	6,356
Passengers arrival SGN (all contracts)	6,754	6,542
Outbound cargo SGN	64,725	91,938
Inbound cargo SGN	86,628	87,330

TRAFFIC/USAID

	Cargo (including AF Caribou A/C)	
	December 69	January 70
Outbound (lbs) SGN	1,717,396	1,458,201
Inbound (lbs) SGN	538,788	450,007

IX. OPERATIONS

1. There were 23 controllable and 68 non-controllable delays with a total of 930 Saigon departures. Early morning Saigon ground fog was a major factor in the number of non-controllable delays.

2. Flight Time Report (see Attachment A)

Acircraft Incidents Report (See Attachment B)

3. Accident Report

<u>Date</u>	<u>A/C Type/No</u>	<u>Location</u>	<u>Remarks</u>
02	PC6/N9444	V-02	Right wing struck Army truck while A/C was being marshalled into parking spot by USAF lineman. Substantial damage. Investigation complete, Local Board during week 8-14 February.
11	PC6/N394R	V-84 to V-23	PIC heard 1 rd hit A/C while at 1000' above terrain. PIC maintained heading and increased altitude. Minor damage from 30 cal hole leading edge of left wing.

4. Communications

Project 6683: Transmitter Building and Antenna System, Saigon  
Ninety-five percent completed. All transmitters and ancillary equipment were moved into the new transmitter building in mid-January/ Only power hook-up to the 300 KVA generator and minor wiring remain to be completed. Old transmitter building has been razed and all old antennas and antenna towers have been lowered.

Project 6696: Installation of 400 KVA Transformer, Saigon  
Base continues to utilize 300 KVA transformer which was installed on a temporary basis by the power company. Completion of power cable distribution system awaiting arrival of stand-off insulators from Hong Kong.

Project 6700: 60' Antenna Mast, Nha Trang (HF Transmitter Relocation)  
Mast and antennas erected. Construction of transmitter building near completion and expect to have transmitters relocated and operational by mid-February.

Project 6701: 80' Antenna Mast, Danang (HF Transmitter Relocation)  
Completed. All transmitters were relocated and were operational by mid-January.

Project 6708 & Telephone cabel distribution system and Base PABX  
6709 Completed and 100 percent operation as of 7 Jan.

ATTITUDE SSB Voice Circuit: Transmitters installed in new transmitter building and new beam antenna erected in late December. Receiver console and ring down equipment transferred to Message Center. Muting devices for

receiver installed allowing headset operation only (no speakers).

The above represents the major projects which have been completed during the past two months after many years of planning and waiting for the fruition of said plans. Many projects remain to be completed. Some are, Southeast Asia Radio-teletype circuits, Tan Son Nhut/PTT Saigon speech plus radioteletype UHF link, Saigon Paging System and P.A. System, Message/Communications Center Installation including added on and off-line teletype circuits as well as expanded on base teletype distribution system. These are but a few of the projects to improve the everincreasing need for more and better communications. They are in various stages of partial development with much remaining to be done before final completion.

#### 5. Ground Transportation

Aggregate microbuses mileage:	23098 km or 14430 miles
Microbuses downtime:	154 hrs 23'
Microbus pax-carried:	3248 pax
Isuzu bus mileage:	6315 km or 3946 miles
Isuzu bus downtime:	51 hrs 30'
Isuzu bus pax-carried:	10502 pax
Supply vehicle mileage:	2162 km or 1351 miles
Supply vehicle downtime:	131 hrs

6. Flying - The month also saw FEPA and associated activities take up a lot of time. The problem is becoming more acute as to just what position, attitude and relationship should exist between FEPA and MFD. There is the problem as to what and how much office and administrative support is to be provided. There does not appear to be any abuse of their requirements but the volume of work required continues to increase and there is a definite need for a definitive decision as to the policy that is to be applied to this area. A request for this guidance has been requested in a separate memo submitted earlier in the month but no response has been received to date.

In the middle of the month we received the new epaulettes and the hat bills for Captains. The general impression appears to be that it was an improvement from before but there was obvious disappointment in that the epaulettes were not the design that was the overwhelming choice of the crews.

FEPA and the Flying Department did considerable work in attempting to arrive at a reasonable and satisfactory proposal for the hostels and general crew accommodations at outstations.

The arrival of the first few transponders is already getting favorable comments from the pilots and greatly surprised reactions from various ground controllers.

Discussions at the end of the month with Senior representatives from the Embassy Customer indicate complete and enthusiastic support in obtaining UHF radios.

## X. TECHNICAL SERVICES

1. January was an uneventful month in respect to unplanned/unscheduled events, but progress was made in most areas on production and administrative problems.

The Cantho Station celebrated the completion of its First Year of successful operation on 10 January.

In spite of progress in other areas, our primary objective: Flying hours took another drop with reduced hours on all types of aircraft, with the exception of the C47 and C46. The total flying being down more than 200 hours from the December level. The number of C45/10-2 aircraft assigned here remains at three with two in storage. Helios are reduced to one, in storage. Performance of the turbo-prop aircraft continued to improve. Consolidation of the Ground Communications facilities was completed with the transfer of the remaining transmitting equipment, and the CMD Offices to the GMD Complex.

2. Aircraft Maintenance The work load has remained steady during the month of January. Three C-46 and one C-47 aircraft were reported to have engine vibration in flight, the cause of which has been mainly the props. Shortage of serviceable props and engines for Porter and the Volpar aircraft was experienced for awhile.

The crew supervisors received class room instructions on various types of propellers.

3. Rotary Wing This month has been normal maintenance wise with total flying hours about average at 1010.

4. Shops Shop activities remained on an even par during the first half of the month, then picked-up during the second half. No annual Inspections were performed this month.

The number four service on PC-6 N285L is progressing.

Effective 1 January, an Open Maintenance Work Order numbering system was put into operation. There is no change in the basic system but this revision does eliminate a lot of unnecessary paperwork.

The installation of the AIC Transponders is progressing very well. It was necessary to change the location of the control unit on the VTB-18 instrument panel from the position indicated on the proposed EA print. Engineering has been advised.

5. Planning/Engineering The Planning and Production Control Section pre planned, scheduled and processed, for aircraft of all types; 499 Overnight Svces, 29 Number 1 Svces, 19 Number 2 Svces, 5 Number 3 Svces, 2 Number 4 Svces, 13 Engines Changes, 16 Propeller changes, 56 EA's, 71 SI's, 2 EI's, 180 time controlled components change on 204B, two T53 engine hot section inspections, 4 DRR's, 4 CRK's and 313 shop work orders.

6. General Maintenance - All transmitter equipment from the old Transmitter Building has been moved to the new Transmitter Building located in the GMD Complex.

7. Equipment Maintenance - On 1 Jan. 70 PEMD went to the day/date scheduling of routine maintenance of equipment.

8. Electronics - Activities for the early part of the month were planning and scheduling of work for the approved AR-9053, EA draft, Freq plan changes for SEA, FM Transceiver Evaluation and approved EA were received simultaneously.

SCM and COMENG SGN Office was transferred to the new PABX room located in the GMD Complex.

9. AED Line Service - Completion of EA - issued for protection of VHF Antenna A-15 was made. A number of A-15 Antenna unit had to be repaired upon removal. S/Shops provided us support in manufacturing lock nut through machine lathe.

10. Technical Training activities increased during the month of January and with the holidays behind us several courses were completed: Garrett TPE-331, Integral fuel tanks, Propellers, A/C control cables, T-53 fuel control.

Courses in progress: Auto maintenance.

Three mechanics received their FAA Oral and Practical examinations with two men passing.

11. Quality control - The station started their first PC-6C No. 4B Service this month with only a few problems being encountered that involved Quality Control and most of them came from problem on components sent from TNN or from lack of parts.

12. Stores - During this reporting period, the workload for this section was increased by approximately 15% due to the original work of No. 4B SVC and PC6C Porter aircraft.

The tools display cabinets fabrication and installation are nearing the completion stage. This project should also see its conclusion during the next month.

Rearrangement and updating of stock records for all classes are still in progress and expected to be complete in the early part of February.

A total of 265 line items of commodities was purchased from the local market this month. Total value of commodities purchased from the Saigon/Cholon market amount to VN\$904,215.00.

E.J. Theisen  
Base Manager - Saigon

SAIGON BASE FLIGHT TIME REPORT  
JANUARY 1970.

1. Contract 7001 -

A/C No.	Revenue		Non-Revenue	
	Block Time	Flight Time	Block Time	Flight Time
N67984	106+10	89+18	21+14	18+12
N67985	149+23	129+30	19+40	18+02
B910	139+03	116+11	22+56	20+33
B928	155+19	126+11	2+39	2+45
B138	113+04	94+17	4+40	3+20
B146	164+03	135+32	2+23	1+37
6147	132+23	113+21	2+39	2+15
8084	157+03	136+45		
5559	184+07	165+41		
5994	114+52	90+39		
6083	131+10	115+05		
B829	106+02	91+17	20+12	17+45
B539Y	81+29	68+39		
B544Y	31+44	25+46	2+03	1+30
N9518Z	114+14	97+45	7+38	5+48
N6154U	32+16	28+40		
N9956Z	73+25	63+14	3+05	2+25
N7770B	73+26	63+54	13+41	11+30
N9577Z	93+03	81+59	3+09	2+37
N9838Z	130+26	113+47	2+13	1+36
N37280	63+59	50+00	6+04	4+56
N9664C	3+51	3+16		
B3674G	118+36	99+39	2+53	2+00
N7695C	79+24	64+56	6+29	4+52
N91295	43+54	37+58	4+53	3+47
N6622C			3+03	1+15
N7950C			1+12	0+56
N285L	103+15	94+31	2+55	2+35
N391R	176+13	158+49	1+07	0+43
N394R	14+42	13+17	0+40	0+35
N9444	163+23	145+15	1+47	1+15
N198I	176+54	155+43	2+30	2+10
N153L	107+35	96+57		
N180K	24+50	22+59		
N12450	68+14	58+45	4 +12	3+28
N748H	56+02	47+20	0+30	0+20
N152L	37+33	31+54	2+07	1+18
N184L	138+11	125+50	1+50	1+50
N185K	103+39	88+17	3+54	2+59
N192A	82+17	76+37	0+43	0+29
N393R	32+44	27+03	4+05	3+16
N194I	112+43	97+46	6+52	5+44

ATTACHMENT "A"

H1303X	112+09	112+09	7+13	7+13
H1304X	119+36	119+36	3+30	3+30
H1305X	105+37	105+37	1+00	1+00
H1306X	150+25	150+25	6+16	6+15
H1307X	139+03	139+03	3+25	3+25
H8514F	126+16	126+16	6+16	6+16
H8535F	40+01	40+01	5+20	5+20
B667			0+38	0+22

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Sub-total	4783+48	4233+30	220+05	187+14
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2. Contract 7002 -

H539Y	2+02	1+42
H544Y	10+51	7+24
H7695C	4+40	3+40
H91295	13+17	11+50
H9518Z	10+07	8+01
H6154U	62+57	51+44
H9956Z	20+51	17+14
H7770B	28+56	25+05
H9577Z	16+53	14+18
H9838Z	7+01	6+34
H3728G	8+10	6+46
H748B	105+06	99+07
H152L	42+18	34+54
H184L	14+21	11+24
H185K	23+43	19+25
H192X	31+00	28+37
H393K	65+55	60+22
H194L	27+52	24+14
H285L	21+07	17+43
H391R	4+00	3+30
H394R	63+09	56+43
H9444	7+04	6+32
H198X	4+54	3+53
H153L	6+23	6+01
H180K	54+57	50+48
H12450	29+23	26+47

N8514F	7+40	7+40
N8535F	49+22	49+22
N1303X	37+21	37+21
N1306X	42+04	42+04
N1304X	12+38	12+38
N1306A	3+29	3+29
N1307A	3+51	3+31

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Sub-total	843+04	760+23
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3. Contract 7003 -

B910	1+32	0+57
B928	10+17	8+42
B138	2+21	1+50
N539Y	9+20	8+16
N544Y	5+27	4+46
N9518Z	4+29	3+07
N9956Z	3+16	2+26
N7770B	3+27	2+12
N9577Z	2+24	1+35
N3728G	4+53	3+33
N3674G	8+18	5+26
N7695C	6+22	4+01
N91295	0+54	0+39
N9444	2+33	1+44
N198X	2+58	1+45
N152L	5+49	4+43
N184L	5+51	3+55
N185X	8+49	5+41
N1305X	11+03	11+03
N1307X	8+18	8+18
N8535F	4+00	4+00

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Sub-total	111+41	88+21
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4. Contract 0005 -

N66223	46+33	36+40
N1306X	0+54	0+54

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Sub-total	47+27	37+34
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5. Contract 0069 -

196640	96+56	84+16
199562	5+32	4+24
191295	5+37	5+00

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Sub-total	106+05	93+40
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TOTAL REVENUE BLOCK TIME	5894+05
" " FLIGHT TIME	5213+28
TOTAL NON-REVENUE BLOCK TIME	220+05
" " FLIGHT TIME	187+14
GRAND TOTAL BLOCK TIME	6114+10
" " FLIGHT TIME	5400+42

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	841+12	698+28	73+32	63+29
C-47	106+02	91+17	20+12	17+45
Bailed C-47	719+35	621+31	2+39	2+15
EMC-4	140+53	116+35	2+03	1+30
VIE	1141+34	966+39	50+05	39+31
10-2	46+33	36+40	4+15	2+11
Porter	1924+49	1708+51	33+12	26+42
204B	973+27	973+27	33+29	33+29
Helio			0+38	0+22
<b>TOTAL</b>	<b>5896+05</b>	<b>5213+28</b>	<b>220+05</b>	<b>187+14</b>

Original Signed By  
**L. G. PARRISH**  
 L.G. Parrish

/ FLIGHT
0 INFORMATION
/ ENTER

- SAIGON -

- MONTHLY ACTIVITY REPORT -  
1-31 January 1970

/ - ) ART I

- Ground Fire Incidents -

Date :	A/C No., Type & Contract :	Place :	Description :
02 Jan:	N9577Z Volpar 7001	YD 3156	A/C was in climbout from Quang-Tri (V78) when pilot observed two men in separate small boats stand up and fire alternate automatic bursts at a/c. Pilot turned right and continued climb. No personnel injuries or a/c damage.
05 Jan:	N1303X 204-B 7001	BT 0431	A/C was flying below weather when PIC heard a burst of small arms fire directed at the a/c. PIC immediately increased airspeed and departed area.
09 Jan:	B138 C-46 7001	Vicinity of XT9903	A/C was being radar vectored to Tan-Son-Nhut ILS Final approach on heading 280 <del>degrees</del> 3 to 4 miles east of outer marker. Tracer fire was noted to the right (north) of the a/c. Twelve to fifteen rounds of white, golf ball sized tracers passed just beneath the right wing arching to the left above the wing. PIC turned off the rotating beacon and advised Approach Control of ground fire. No personnel injuries or a/c damage involved.
11 Jan:	N394R PC-6 7001	BS 6358	Pilots only awareness of ground fire was when he felt impact of one round on left wing. Pilot maintained heading and increased altitude. Bullet pierced front edge of left wing causing minor damage.

/ - ) ART II

- Situation Report -

During January enemy activity and movements were observed closely for indicators of enemy intentions during the traditionally active Tet holiday period the most critical time frame ~~was~~ being from late January to the middle of February. I Corps

- Situation Report (Con't) -

and the Delta were shaping up during the month to become the focal points for pre-Tet activity; however, neither area was subject to the degree of activity predicated.

In northern I Corps pressure was maintained on Allied units below the central and eastern DMZ and logistical activity continued in the western provinces specifically into and around the A Shau Valley. Enemy units were reported in an advanced tactical position in the Danang-Hoi An City area prepared to launch coordinate attacks against friendly ~~ix~~ installations, refugee camps, and hamlets. An NVA regiment reportedly moved from southern I Corps to Quang Nam province (Danang area) to support these attacks. All indicators pointed for a high point of activity prior to Tet. On the night of 31 Jan - 1 Feb contact was made with an estimated three enemy companies SW of Con Thien (eastern DMZ area) and areas in southern I Corps came under attacks by fire. However, pre-Tet activity was not achieved to the degree anticipated and predications now call for a high point in I Corps following the Tet holidays.

In early January an NVA Division with all its elements moved into II Corps in the vicinity of Binh Dinh Province with the Pacification Program reported to be its primary target. Cam Ranh Bay, Phu Cat, and Phan Rang Air Bases came under attack during the month with light damage and no casualties reported. While much speculation was made as to possible pre-Tet activity, it now appears that an increase in activity can be expected in Binh Dinh, Pleiku, and Kontum Provinces following the Tet holidays due to large numbers of enemy troops in and near these three Provinces.

In III Corps the most significant increase in enemy activity came on the night of 20-21 January as 49 attacks by fire (ABF) were recorded against Allied positions throughout the Corps. One of the hardest hit of these targets was Song Be (V30) MACV Compound which received 90-100 rounds of 82mm mortar. It was hit again at 1350 on 21 January with an unknown number of 120mm mortar rounds which caused a fire destroying the ammo and POL dumps (AAM had an acft on the ground there at this time but sustained no damage). In what was described as "heavy" infiltration was reported coming from the Parrot's Beak and Angel's wing portions of the Cambodia border. Saigon was subject to a number of terrorists ~~ix~~ incidents two of which involved explosions in movie theaters and three others taking place from one to six kilometers from Tan Son Nhut involving charges placed in jeeps parked near military installations. A post-Tet increase in activity can be expected in connection with the initiation of the first phase of the spring campaign. Northern III Corps and Central War Zone C will see activity. No specific mention has been made of Bien Hoa, Saigon, or Tan Son Nhut during the upcoming phase.

Recent enemy infiltration into the Delta, IV Corps, from the Crow's nest portion of the Cambodian border and a build up of troops along the north-western portion of the border gave rise to much speculation as to the enemy intentions during the critical Tet time frame. Cities mentioned targeted for activity included Chau Doc and My Tho. Since much emphasis is being placed on the Vietnamization Program here, it is considered likely that the enemy will attempt to discredit the ARVN and at the same time hit targets involving the Pacification Program. These attacks should come following the Tet holidays.

R N Begien III  
OPSP SGN