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MEMORANDUM

TO : VP SVND

DATE : 05 February 1975

FROM : ACP/SCR DAD

REF. No. SCR/DAD/M/75/006

SUBJECT : DANANG Station Monthly Report for January 1975

GENERAL

Flight 501/105 has yet to make the scheduled departure time since flights north have been routed via Vung Tau and Phan Thiet. It is strongly recommended that the scheduled departure from this station be changed to 1300 hours.

ICCS flight 321/358 has resumed service to Hue/Phu Bai (V-06) when weather permits. Revetments have been constructed in front of the tower for aircraft parking and this space is utilized by our aircraft. Incoming fire was received in the Phu Bai vital area on 9, 10, 13 and 19 January with no damage to airfield facilities.

The ICCS back-up UH-1H was utilized 17 times during the current month. Special flights were required primarily at the request of various delegations, secondary use was for site support, and one flight was dispatched for maintenance recovery.

Quang Ngai airfield (V-23) received incoming fire on the 25th, 26th, and 27th of January. Volpar service into the airfield on these dates was substituted by 204B flights into the province pad.

Tacan channel 69 at Hue/Phu Bai was flight checked by VNAF on the 29th of January. Operation is by VNAF on a mission requirement basis and cannot be depended upon for our utilization. The Short Approach Light System (SAIS) at Phu Bai is operational now and of great benefit on restricted visibility approaches.

Flight time for the month increased by 49 hours. Province Operation Directors were primarily responsible for this increased utilization.

CUSTOMER RELATIONS

The Danang General Services Officer completed extensive repairs on the warehouse. Security and lighting was improved and a load bearing wall replaced for safety reasons.

The local A4OA and A4OB customers are contemplating extensive alterations to the traffic building in the very near future. It is planned that departing passengers will be confined to a holding room and restricted from any further contact with visitors until departure. The primary reason for this is to prevent swapping of boarding passes even though no proof exists that this has ever occurred at Danang. The secondary reason for the processing change is to be able to check for explosives or unauthorized weapons at some future date if the need arises.

APPROVED FOR RELEASE
DATE: 19-Nov-2009

FISCAL

Indigenous payroll for the month was: 2,513,050\$VN

TET bonus was: 2,431,538\$VN.

Electric bill for the month of January is: 890,090\$VN.

Major breakdown of petty cash expenditures:

VIP cashions for 204-B -----	23,000\$VN
Y. K. Chen Expense Reports -----	5,880\$VN
Vinh-Hoai, hourly hire payment for Jan	26,471\$VN
Incometax payment for December -----	54,440\$VN
Miscellaneous parts & supplies -----	44,770\$VN

Total: 154,561\$VN

OPERATIONS

N1306X was damaged by ground fire on 11 January south of Hoi-An. Damage required a blade change and skin patching on the tail boom. Aircraft made a navigational area and transited a known "Bad" area in extremely poor weather.

SHELL was responsible for two delayed departures. On one occasion Flight 105 was delayed 2 hours when a fuel truck broke down. On another occasion refueling was delayed due to Air Vietnam receiving a higher priority.

The following is a breakdown of block time generated at Danang:

C-1029	A40A -----	241+02	up	30+20
	A40B -----	111+12	up	15+28
	A40H -----	09+28	up	4+33
C-482	ICCS -----	124+05	down	9+00
Air America	-----	23+16	up	7+31
		<u>509+03</u>		

Revenue loss due to weather and BD was 14+20 hours.

HOSTEL

Occupancy rate was 45%. Utilization was down due to fewer crews RONing and some crew members having a propensity for staying at No.1 Duy-Tan for convenience of eating facilities and unrestricted use of rooms.

COMMUNICATIONS

Curtalement of the CW circuit still hampers operations a little. Patience and persistence must be exercised to transmit and receive operational messages on many occasions, utilizing SSB and telephone.

Flight watch messages logged were 6210 in number.

PERSONNEL

Aircraft Mechanic Kam Chan was declared as surplus to the needs of the company COB 31 January.

The personnel breakdown for this station as of 31 January is as follows:

	<u>US</u>	<u>CHINESE</u>	<u>FILIPINO</u>	<u>VIETNAMESE</u>
Permanent	1	5	9	58
"				10 (ICCS/AS HUE)
Pre-Process	0	0	0	0
Daily-Hire	0	0	0	0
Hourly-Hire	0	0	0	1
TOTAL (84)	1	5	9	69

TRAFFIC

Passenger and cargo handling statistics for the month are as follows:

	<u>PAX OUT</u>	<u>PAX IN</u>	<u>CARGO OUT</u>	<u>CARGO IN</u>
C-1029 A4OA	782	1,074	26,328	75,171
A4OB	436	329	8,085	25,826
A4OH	220	99	18,059	18,850
C-482 ICCS	437	383	4,560	5,930
Air America	72	65	2,184	1,687
Total	1,947	1,950	59,216	127,464

TECHNICAL SERVICES

Routine scheduled services were as follows:

Arrival & Departures	288
Turn around services	172
Overnight services	116
No. 1 service	03
25 hour inspections	08
50 hour inspections	01

Non-routine workload was fairly light -

07 January C-46 N67985 was towed off the runway due to the loss of hydraulic pressure. A broken line was repaired, aircraft serviced, but aborted the next flight due to the reservoir losing fluid and the tail wheel only partially retracting. Leak in tail wheel retraction system detected and corrected, aircraft serviced and departed with a flight mechanic on board to observe and service the reservoir if a hydraulic loss occurred again.

TECHNICAL SERVICES (Cont'd)

11 January 204B N1306X returned to the ramp with BD. One main rotor blade replaced due to spar damage and the tail boom required several skin patches.

16 January UH-1H 20115 grounded at V206 with oil leak from transmission oil line. Aircraft replaced at V-206 and 20115 ferried back to V-03. Transmission oil line replaced and all fittings tightened.

21 January 204B N1304X three inch crack detected on LH side of pylon during 50 hour inspection. Skin patched and locally manufactured FM antenna mounting bracket replaced.

TCN mechanic Fai Tam sent to Saigon for two weeks "on-the-job" training for helicopter maintenance.

GROUND MAINTENANCE

Two windsocks constructed and installed at Danang ICCS Headquarters landing pad and the Hue province pad.

Normal hangar, hostel, facilities maintenance and repairs occupied the remainder of the month.

POWERED EQUIPMENT MAINTENANCE

Routine maintenance, and squawk correction keeps this section fully occupied. The SCR jeep, and two Falcon Club Wagons had extensive body work completed due to corrosion and were repainted. The CM jeep is now undergoing extensive body repair work.

ELECTRONIC EQUIPMENT MAINTENANCE

Section manned by one TCN and VNAF daily hire employee.

21 avionic squawks noted during the month. 18 discrepancies were repaired and 3 corrected by removal and replacement of components.

Ground support radios required little attention during the month.

SUPPLY

Physical Inventory of ground capitalized equipment completed. Stock re-tagging completed and locator cards are in the process of up-dating to conform with stock location in bins.

ESSO presented us with a problem for the second month in a row with Mogas deliveries. ESSO no longer has a base security pass and special arrangements have to be made to gain entry for the truck. It appears ESSO is not interested in procuring a base pass and would prefer not be obligated to deliver 3000 liters of Mogas a month.

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