

VH

MEMORANDUM

TO : VP/SVND
FROM : CM/SCR., VCA

DATE : 28 February 1975
REF. No. CMSGR/7507

SUBJECT : Monthly Report - February 1975

Workload and activities for this month remained the same compared to last month's. Because of the Tet and other holidays observed by ConGen, flight frequency of the based aircraft was even less during the period. Further decrease of flying hours resulted.

ICCS helicopter flights were limited to three local courier flights a week which are actually the continuation of the 807 flights originating VO1. Aside from these regular, three special VIP flights arrived for region 7 teamsites inspection, with one RON only during the month. ICCS activities was the usual with no unusual events.

Maintenance wise, mechanical problems experienced were at a minimum, with only minor discrepancies encountered. No delays occurred although one PC6 aircraft required a swap at VO1 due to flight control problem and one ICCS helicopter special flight was also swapped at V17 on account of engine stall.

On the 3 Feb. ICCS 20186 VIP special flight to the teamsites returned V17 due to engine compressor stall at high altitude. Per PIC's report, the same condition occurred on this aircraft when he ferried it from VO3 to VO1 previously. To avoid delay or cancellation of flight, aircraft swap was made at V17, since 20093 ICCS was working in this area at the time. ICCS 20186 was then flown to VO1 without recurrence of the problem at lower altitude. Corrective action was made at VO1.

On the 19 Feb. N192X PIC's chronic complaint was difficulty in trimming and the rate of climb was subpar compared to other PC6's. Thorough inspection and re-rigging of the primary controls was done, but it did not correct the problem. It was decided then that the ailerons be rebalanced, since the right outboard aileron was replaced recently. Aircraft swap was made at VO1 during a turn around schedule.

On the 28 Feb. N192X FCU fuel pump assy was replaced on overnight service. PIC reported unable to start with no fuel flow until 20% and slow acceleration. High pressure pump output checked found pressure 140 lbs at 20% which is below the limit. After the change R/up start and acceleration was normal.

Flying hours of the month are as follows:

Aircraft Type:	PC6	204B	UH-1H	Total
Flying Hours:	116+12	64+31	6+50	187+33

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IGCS/AS and C-1029 Traffic reports attached.

Airborne Radio

The shortened of the month plus the tot holidays contributed to a low electronics workload for February. There were only half a dozen black box changes.

cc: SA/VP SVND
EIS/SVND
MFO/SVND
File


J. G. VIEGARRA
CM/CCR., VCA