

## MEMORANDUM

TO : DFD/THE via BM/SGN  
FROM : CP/FW-SGN  
SUBJECT : Monthly Report, Saigon, January 1971.

DATE : 5 Feb. 1971

REF. No. CP-V-71-068

MFD/FW spent the month on leave and Capt. Clarke substituted as head of the Fixed-Wing branch of the Flying Department, Saigon.

For a number of years the idea of a CB radio net for Saigon has been rejected by the company as impossible due to GVN regulations. Through the efforts of Mr. Brassil, COMENG-SGN, it develops that this was not true and that if approached properly the necessary authorizations can in all probability be obtained. While not yet approved, things look very optimistic for approval in the near future. This will provide considerable assistance in maintaining contact with our crews under all sorts of typical Saigon situations which now require dispatching a vehicle and driver with a note, let him fight the local traffic and hope the individual is home. This net will be at no cost to the company except for one or two "base station" set, one in Operations and one in Crew Scheduling. It is unfortunate this concept was not supported and pursued years ago.

The 7C-10/11/12/13 bids generated a lot of problems in getting personnel moved out. Lack of authorization for pick up and shipment of household goods has resulted in a great number of completely wasted work days by crewmembers transferred PCS. Ten days to two weeks was not an uncommon delay for the authorization alone actual schedule of pick-up further delayed departures. Admittedly part of the problem was a result of TET, but lack of authorization was the primary reason and cause of these delays.

Capt. Bays became Acting SIP/PC6 after a request was received from Capt. Grover that he be relieved from the position.

It should go without saying that the biggest single "excitement" item for the month was the edict that there would be no exceptions to the flight duty limits imposed by the SEA Operations manual and flights should be cancelled rather than deviate from these criteria. Considering the number of messages, phone calls and time spent in meetings, it would seem the problem would be solved or at least stabilized. Actually there are still many problems to be resolved. Perhaps we are too far down the line to recognize what is really going on, but everyone is making a maximum effort to coordinate and cooperate to make the schedule work as requested by the customer and still live within the limits imposed.

ORIGINAL SIGNED BY  
F. M. TIDWELL  
MFD-SGN  
F. M. TIDWELL

cc: BMSGN ✓  
MF/RW-SGN  
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