

TO : HEDTC  
Atlas

DATE : 4 May 1973

FROM : SGR PNH

REF. No. : SGR/PNH/3057

SUBJECT : Monthly Report - April 1973

### General

The workload of all maintenance departments was consistent with previous month. The AC-47/C-47 program still remains the most troublesome area and until the supply problem is alleviated, will continue on same operational level. The operational/ready (O/R) rate of all type aircraft remained on the same level as last month and in all probability will remain the same until preflight and postflight inspections are performed or, as is more probable, the O/R rate will decrease when the rains begin which should be starting very soon.

The taxi-way/runway-apron area immediately in front of the flight line maintenance hangars and offices is increasingly a hazard to aircraft becoming as large chunks of concrete are steadily being loosened which is hazardous and detrimental to tires and propellers and also potentially detrimental as FOD (foreign object damage) to gas turbine engines. It is understood that the contract for the repair of this area has been let but to date, the work has not started - if the repair is not begun soon, it is highly unlikely the work will be completed before the rainy season begins.

Work is now in progress and almost completed on the repair of the roofing of hang #2 (heavy maintenance hangar). This hangar sustained substantial damage during the last heavy rocket attack last year. The installation of the metal sheeting is expected to be completed sometime next month.

Considerable progress was made this month on the renovation of the building selected as the future site of the Maintenance Control offices and Technical Library. The walls and ceiling were given a fresh coat of paint and an interconnecting doorway was completed between the Library and Maintenance Control operational room. Work will begin shortly on construction of the aircraft stand board to replace the board now being used which is not large enough to accommodate the present inventory of aircraft and the additional aircraft which will arrive in the near future.

For a brief period this month the shortage of 115/145 and JP-4 fuel became acute due to the cutting off of the supply routes via the river and the main arteries leading into Phnom Penh. The situation was so serious that it necessitated the grounding of some civilian airline aircraft to insure that RAF aircraft would have an adequate supply to meet operational requirements; JP-4 fuel is now being airlifted in by U.S. Air, for aircraft use.

## Aircraft Maintenance - General

Activity review of C-47/AC-47, T-28, AU-24A, C-30/A, U-1A and T-41 programs.

### C-47/AC-47 Aircraft

The C-47/AC-47 program still remains in the doldrums. The prime reason is our old messie - supply (replacement parts). Three aircraft were grounded for a common item such as sparkplugs - it is apparent that stock levels are still not being monitored properly; for a change we cannot put the blame for the poor O/R rate on the mechanics - their attendance has considerably improved and are reporting for duty at the proper times.

The MBU Shop received five (5) overhauled engines and engine changes were completed on two (2) aircraft - we are now waiting arrival of SSC kits to complete buildup of the remaining engines.

There is still five (5) aircraft grounded for engines - a total of nine (9) engines. Of these aircraft, three (3) require modification (from 1830-92 to 1830-90 engines) an additional aircraft using -92 engines is still operational but will eventually require modification.

Another AC-47 aircraft was received from the U.S. this month which now brings the total to two (2) received in the past two months; it is now in the process of acceptance check and waiting for the arrival of the main recovery kit and gun mount and 50 Cal. gun assembly.

### T-28 Aircraft

The operational/ready rate of T-28 aircraft varies very little each month and remains at a fairly consistent level - any exceptional down time is due primarily to parts shortages. The Chief of Maintenance has been requested to turn-in all T-28 spares so they can be processed for shipment to repair facility and returned, to date no action.

There are still six (6) T-28B aircraft grounded (NCRS) for nose wheel tires. Three (3) crash damaged T-28B aircraft are waiting to be sent to Thai-in for repair and one (1) aircraft is waiting clearance for IDAN at Thai-in.

One T-28B aircraft 51-7831 was input for unscheduled inspection due to high stress placed on the aircraft during bomb drop.

Six (6) aircraft are still waiting for completion of mandatory TCTO on spar cap and landing gear shaft inspection - these should be completed sometime in May.

### AU-24A Aircraft

The training program in Tabii has gone along exceptionally well. The only incident to mar the progress of the program was a hard landing on aircraft 72-1321 which caused unknown amount of damage - the aircraft was ferried to Udorn for permanent repair.

One (1) aircraft, 72-1335 was sent to Yabli from Fochantong Air Base and is now undergoing heavy inspection.

There is now a total of five (5) aircraft stationed in Fochantong and two (2) are still at Keping Ching Air Base.

Of the five (5) at Fochantong, two have been previously test flown and can be sent to Yabli if requested - the two aircraft at Keping Ching are also in an airworthy condition.

It is still difficult to keep up with the parts request from Yabli and cannibalization is the rule rather than the exception.

### F-1A Aircraft

Nothing noteworthy regarding these aircraft occurred this month. Only two aircraft are operational and one is kept for P.E. inspection. Nothing has developed concerning moving the bulk occupying space on the flight line.

### G-2B/A Aircraft

We experienced two accidents this month in the G-2B/A program. One accident involved aircraft 55-1662 on April 22, 1973 during landing at Fochantong Air Base - aircraft 57-3884 at Hattashung. Little is known on how the accident occurred or how much damage was sustained, but from vague reports the damage was considerable. One a/s require engine change but to date no engines have been received, gas graining appears to be the problem.

### T-41 Aircraft

Nothing to report concerning the T-41 program for this month. There is no recent developments concerning construction of the T-41 fuselage jig to repair the two damage aircraft in the heavy maintenance hangar. The jig plans are expected in next 4 - 6 weeks due to emergency leave of engineer.

### Summary

In the past the reason for the low operational level of all aircraft was contributed primarily to the indifference and inexperience of the KAF Officers and mechanics in the P.E. Hangar and Flight line. To a degree this is still true, but the main reason is and will be for quite sometime is logistics. Logistics is the procurement and transporting of materials. Too much time is consumed between the time a requisition is sent out and the part received. This adds to the already strained workload and down time. The improper stock levels of critical items and the failure to follow the proper supply procedures in re-ordering at the re-order levels.

The only realistic and practical solution to the supply delivery is to have an inventory and all stock record cards corrected and all pertinent information entered therein, until this is effected the problems will continue to multiply.

## Projections

The two most outstanding objectives at the present time is the completion of the Maintenance Control Office and Technical Library and completion of bench stock areas in the P.E. hangar and MEU Shop. The Maintenance Control Office is 40% complete - the main problems are the installation of new wiring and lights and construction of aircraft status board.

The bench stock location in the P.E. hangar is adjacent to the Ammunition Office and is now in the process of receiving a fresh coat of paint, shelves made up of dexion are 90% completed. A requisition for the necessary common hardware has been submitted to supply for action. The area inside the MEU Shop has been selected and will shortly begin construction of the necessary shelves.

## SHOPS

### Training Section

#### General

Training activities for the month of April 1973 was centered on the 9th Promotion, Brevet Supérieur class which is composed of 72 students and started last 6th of April 1973. Classes which had been originally scheduled like Shop Math, Aircraft Hardware, Handtools, etc were temporarily suspended due to lack of instructors.

The English classes were likewise suspended. No English Instructor was available to take over the English classes during the Advisors leave. Two courses were completed - Technical Order System, 6th and 7th groups with a total student attendance of 27 students and Basic Aircraft Instruments - 3 students.

#### Training Accomplished

<u>No. of Students</u>	<u>Subject</u>	<u>Trng Hours</u>	<u>Type of Trng</u>
21	English 900, Class I	262	Classroom
33	English 900, Class II	164	Classroom
16	T.O. System, 6th group	172	Classroom
11	T.O. System, 7th group	136	Classroom
3	Aircraft Instruments	84	Classroom
72	9th Promotion, B.S.	6,777	Classroom & C

## Problems

At present, there are only four instructors assigned with the Training Section. Despite of the fact that there had been no replacements for those instructors assigned to Detachment, another instructor was transferred to the Administrative Section during the first week of April. Training Section cannot function effectively with only four instructors. All other courses previously scheduled will have to be suspended since the four presently assigned instructors can barely cope with the training schedule intended for the 9th Promotion Brevet Supérieur class. Request for six additional instructors to fill up the quota of ten instructors formerly assigned with the Training Section. If no instructors are available, all other courses will be suspended until the completion of the 9th Promotion, Brevet Supérieur class two months from now.

Early needed training materials and equipment which had been requisitioned 18 months ago are still unavailable. Training section cannot function effectively due to lack of these much needed items. The materials and equipment are commercial and no Dollar Line to purchase.

Moral among the instructors is very low. This is due to the fact that many mechanics had been scheduled to undergo schooling on various courses while the instructors were not given the chance. In the future, many new courses will be scheduled especially on new types of aircraft. How will these instructors gain proficiency if they are not given a chance to go to school?

### Plans

- a. To review English 900 classes I and II.
- b. To continue the accomplishment of training records.
- c. To continue making lesson plans for the 1973 courses.

### Aircraft Ground Station (AGE)

This month has been a very busy date for all AGE personnel lots of equipment, powered and non-powered were delivered to AGE for assembly and pre-delivery inspection. Equipments of different types are still arriving at the moment and AGE is going to be loaded until the coming month.

### Training

<u>No of Students</u>	<u>Subject</u>	<u>Total Hours</u>	<u>Type of Test</u>
5	English	20	Conversation
5	Overhaul Carburetor	20	Actual & Oral
5	Fuel pump system	25	Actual & Oral
5	Electrical system	20	Actual & Oral

### Problems

We are still facing the problem of parts for declined equipments. Bigger problem is how to house all the equipment coming in aside from the ones we already have on hand. I hope we can follow up on the proposed loan to for additional house for equipment. Mostly most of the equipment being delivered are without T.O.

### Plans

Proposal has been submitted for bigger shop space and stock bench level. Which is anticipated to have action soon before the rainy season.

Plan was also discussed with AGE Officer in Charge to build up a small toilet some where behind AGE Shop for health and sanitation.

## Airborne Radio Instrument and Electrical

A research of equipment components for stock level adjustment on parts of higher failure rate was prepared and submitted to KAF Supply to meet the increasing requirement. Preventive maintenance and painting was completed on the Water Distiller at the Electric/Instrument Shop. The vacuum-pump motor for the Instrument Repair Section undergoing repair has arrived and will be installed as soon as the new power distribution lines and general cleaning at the location is done. The Airborne Radio Shop's latest improvement was the installation of new fluorescent lamp fixtures now giving bright light's to the bench-work areas.

Shop service record ending 27 April 1973:

Input - 228 units  
Output - 213 units  
Repair expert and/or calibration - None  
Repairable balance Forward - 161 units

### Training

Participants to the self-study program increased to twelve. Material was issued for the students who completed their first lessons with good result.

### Exhibits

With the current increase in activities and in quantity of aircraft, a continuing rise of its effect is being noted. Specialized technical training planned many months ago must be realized to meet this rising requirement. Test equipments received by the shop do not have any Technical Manuals attached with them. Several follow-ups were made on this order's T.C.'s but none has arrived.

### Plan

Will try again to build the projects that were outlined previously, to widen the shop repair and maintenance capabilities, as enough time permits.

### Amusement Shop

The Amusement Department workload was again heavy this month. On 68-47 aircraft, six (6) complete gun assemblies were replaced, thirty (30) gun barrels were replaced, eight (8) ammunition racks were repaired and armament inspection was completed during three (3) P.A. inspection.

On F-5H aircraft four (4) gun assemblies and 14 gun barrels were replaced, three (3) 315 round gun package (large type) was repaired in KAF Field Shop, and five (5) 315 round (small type) gun package nose subassemblies were repaired and components installed with exception of cannon plugs and connectors which are still on order.

At present time there are a total of eighty five (85) 30 Cal. guns in need of repair while nine (9) were sent to Korea for repair and we are checking into the feasibility of having the remainder repaired locally.

There is a total of eight (8) gun assemblies beyond repair, the bench rack and gun installation was completed on aircraft 51-15344 - these assemblies were removed from aircraft 49-1554 which is due for EAFB at Tsal-in.

The painting inside the Armament Office in hangar #5 was completed and the outside section will be completed next month.

### Supply

Supply activity continued to increase during the month with heavy workloads in research, Stock Records and Requisitioning due to input of initial requisitioning for many new requirements programmed for IAF.

Many parts shortages occurred during the month affecting the operational rate of primarily C-47 aircraft. Spark plugs, inner tubes, psi-pallars, and accumulators were allowed to run out of stock without timely replenishment action being taken. Reasons are primarily due to in-experienced Stock Records personnel without any supervision and guidance.

After much pressure being applied to the Chief of Supply by MDTG and others via IAF Headquarters concerning ever mounting supply problems and parts shortage their is a definite improvement from a previous nonchalant attitude to what appears at last an active interest in the problems at hand. Continued response to problems and acceptance of advice by the Chief of Supply from the Advisor will have a decided effect on the areas requiring immediate attention as well as long range supply goals.

### Personnel :

Although absences and tardiness to work continue to affect daily activities there seems to be more productive work taking place by those on duty. The classroom training for new recruits has been discontinued and they have been assigned to different areas for OI. Only close supervision by OIC's will insure their effectiveness and learning rate and prevent them from creating additional problems from a material accountability standpoint.

### Warehouse Stock Relocation Program

The Chief of Supply has advised MDTG that lumber will be purchased in the next 10 days for bin shelving. It is hopeful this is valid status so that re-warehousing can begin. Enough shelving exists presently for part numbered items to be re-warehoused and an effort is being made to begin immediately re-location and re-inventory of AU-24A spare parts.

### Material Control/Stock Records Section :

Due to the many parts shortages reported as occurring due to a lack of timely replenishment action a more active interest in this section is being taken by the Chief of Supply to prevent his quote "To keep people from walking on my back". Results will not be immediate but if accomplished properly future shortages of items such as spark plugs should not occur. Every effort is being made by the advisor to assist the Chief of Supply in this area.

### Requisitioning Section :

The burden on this section has eased somewhat with completion of the AU-24A ESSL requisitioning. Emphasis now is being placed on stock replenishment with many requisitions being generated due to a more concentrated review of stock cards than before.

Shipping and Receiving

Processing of reparables continues to be slow due to problems previously reported. Funding approval was obtained to ship (28) R-1890-90 engines for COMUS overhaul. This will clear up 23 reparable engines now on hand and in time alleviate engine shortages which have constantly plagued KAF.

A plan was approved during the month for return to KAF base supply control armament spares, A&K spares communications spares/equipment and uniforms. Previously these areas have maintained their own stock and re-ordering with the latter two areas being controlled from KAF Headquarters. Inventories will be taken, locations established and stock balances returned to KAF Stock Records. This will allow for establishment of realistic stock levels, normal stock replenishment and accountability resulting in better control and utilization of map funding. Major problems foremost are lack of adequate supply supervision for absolute control and paper flow due to geographical locations of stock rooms.

Original Signed By:  
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cc: DON TMM  
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