

MEMORANDUM

TO : AVP TPE
FROM : BMSGN
SUBJECT : April Monthly Report

DATE: 12 May 1970

REF. No. BMSGN/70/168

Saigon Base Monthly Report for April 1970 is forwarded in three copies for
your file.

Original signed for BMSGN by
L. G. FARRISH, SCMISGN
E. J. Theisen

Theisen

SAIGON BASE
MONTHLY REPORT
APRIL 1970

I. GENERAL

1. Total block time for April was 5880 hours as compared with 5910 in March and 5482 in February.

2. The security situation in Saigon remains calm with a few more incidents than occurred last month. On 30 April at 0555L a satchel charge exploded at a military billet within 80 yards of the BM House wounding several military personnel and breaking glass in houses across the street. Except for rattling the occupants, there was no damage to the BM house. There has, however, been an upsurge of demonstrations (three in the last two-one-half weeks) which keeps downtown Saigon at a standstill while they are going on. The last series of demonstrations were by students, veterans and militant monks over the war, land reform, and greater recognition. Like dissident demonstrators all over the world, they had nothing constructive to offer to society — only criticism.

3. VPFA advises Caribou B851 is still being considered for assignment to Saigon from Udorn. The VN-70 customer is still interested in this aircraft.

4. Our major Accident/Incident rate is fortunately still holding up with only one mishap since 1 January 1970 — a taxi accident on 3 January.

II. CUSTOMER RELATIONS have never been better.

III. Facilities DEVELOPMENT

1. Form F's have been approved by customers on Renovation of Operations Building plus Relocation of various Shops and Offices. Approval has been received from Taipei to proceed on these projects. Form F's have also been submitted to the customer for :

- a. Terminal Parking Apron - SGN
- b. 204- Helicopter Pads - SGN
- c. Improvement of Passenger Lounge - DAD
- d. Completion of Ramp and Drainage - DAD

I expect no action on these pending availability of FY 71 funds to the Customers. I am confident all the above will be approved except "G" and that "H" will be reduced in scope.

IV. GENERAL AFFAIRS

See attachment.

V. MEDICAL

Number of visits: 1191
 Accidents: 92
 Hospitalization: 2
 Unhospitalization: 90
 Outcalls: 4
 Phys. examinations: 28
 Sick leaves: 154

VI. PERSONNEL

1. Personnel department activities were routine in nature, the only exception being PM's Company business trip to TPE at mid-month. APM at month's end, departed for HKG, TPE, LAX and NYC for a period of about two months. He is expected to return in early July.

2. General information - The RVN Ministry of Labor is trying, albeit unconsciously, to aid and abet the Company's cost reduction program they have begun to disapprove Work Permit applications submitted on behalf of some of our TCN employees and have been requiring these employees to leave Vietnam. It is a little too soon to tell just how many Work Permits will be disapproved. However, we do not feel that the situation will become critical since we do have the right of appeal, through and with the support of the U.S. Embassy.

3. Personnel Strength - Saigon Base

| Classif. | [REDACTED] | | | | | | | | Total | |
|-----------|------------------|------------------|-----|-----|-----|-----|----------------|-----|-------|-----|
| | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT |
| Permanent | 37 | 130 | 128 | 13 | 137 | 2 | 10 | 4 | 312 | 149 |
| | [REDACTED] | | | | | | | | Total | |
| | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT |
| | 490 ⁺ | 12 ^{**} | 2 | | 2 | | 1 [*] | | 495 | 12 |

Temporary: [REDACTED] 1 ; [REDACTED] 1

Pre-processed: [REDACTED] 15

(*) : [REDACTED] Ground Personnel : 324
 (**): [REDACTED] Flight personnel : 161
 (≠) : [REDACTED]
 Total : 985

Danang Sub-Base

| Classif. | [REDACTED] | | | | | | | | Total | |
|---------------|------------|-----|-----|-----|-----|-----|-----|-----|-------|-----|
| | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT |
| Permanent | 4 | | 13 | | 17 | | 68 | | 102 | |
| Pre-processed | | | | | | | 1 | | 1 | |

NhaTrang Sub-Base

| Classif. | [REDACTED] | | | | | | | | Total | |
|---------------|------------|-----|-----|-----|-----|-----|-----|-----|-------|-----|
| | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT |
| Permanent | 3 | | 10 | | 23 | | 59 | | 95 | |
| Pre-processed | | | | | | | 1 | | 1 | |

Cantho Sub-Base

| Classif. | [REDACTED] | | | | | | | |
|-----------|------------|-----|-----|-----|--|--|--|--|
| | GRD | GRD | GRD | GRD | | | | |
| Permanent | 1 | 10 | 2 | 13 | | | | |

VII. TRAFFIC/AAM

1. The general flow of passengers and cargo continued at a normal rate with little difficulty encountered in the day to day operation.

2. This office has accepted the administration of the AFDs during the absence of the MAFS and also is assisting the SAT arrivals and departures.

3. This is the occasional complaint of a passenger of items missing from their luggage when checked thru Air America. The majority of those losses reported are jewels, money and other hi-value items left in open or unlocked baggage which no doubt is a strong temptation to personnel with a limited income. We had our Security pull a spot check of the laborers lockers but did not uncover any customer items. The possibility remains that item was either not placed in the baggage or that it was removed by someone other than airline personnel.

| | March | April |
|--|---------|--------|
| Passengers departure SGN (all contracts) | 6,315 | 5,606 |
| " arrival SGN | 6,997 | 6,573 |
| Outbound cargo SGN | 77,491 | 61,215 |
| Inbound cargo SGN | 127,260 | 68,369 |

TRAFFIC/USAID

Cargo (including AF Caribou A/C)

| | March | April |
|--------------------|-----------|---------|
| Outbound (lbs) SGN | 1,466,790 | 987,032 |
| Inbound (lbs) SGN | 414,349 | 425,494 |

VIII. OPERATIONS

1. C-47 revenue flying time was approximately 172 hours less than the previous month. The customer gives no indication that we can expect an increase in C-47 time.

2. There were 21 controllable and 27 non-controllable delays with a total of 891 Saigon departures. This averages out to be 97.0% on time departures.

FIC and the Emergency Section remain in good order.

3. Flight time report (see attachment A)
Ground Fire Incidents report (see attachment B)

4. Accident reports

| Date | A/C Type/No. | Location | Remarks |
|------|--------------|-----------|--|
| 04 | C-46/N67984 | Danang | Minor scratch across the bottom left aileron (approx 17" x 3/4" very light) noted during walk around at Danang prior to flight. Investigation revealed that the scratch resulted possibly as the result of a refueling truck attempted to drive under the outboard wing area. Continued emphasis on safe driving of vehicles in the vicinity of aircraft is being emphasized. |
| 20 | VTB/N91295 | V-17, SVN | 1/16" bend in one of first stage compressor blades found during pre-flight No. 2 engine. Cause: small piece of engine inlet duct, at leading edge, broke off and contacted speed check blade. After a thorough inspection aircraft was released for flight. SI issued for inspection on Engine Air Inlet Duct for cracks. |
| 24 | VTB/N91295 | Cantho | During inspection damage was noted to the No.2 eng. seven each first stage compressor blades. Investigation revealed that a small part of the speed probe had separated and caused the damage to the first stage impeller. Two dents and heavy scratches on the remaining portion of the sensor indicated damage first caused by an unknown hard object possibly while operating in up-country fields. |

5. Ground transportation

| | |
|------------------------------|-------------------------|
| Aggregate microbuses mileage | 24642 km or 15401 miles |
| Microbuses downtime | 288 hrs 30' |
| Microbuses pax carried | 3264 pax |
| Isuzu bus mileage | 6291 km or 3931 miles |
| Isuzu bus down-time | 33 hrs 48' |
| Isuzu bus pax carried | 10394 pax |
| Supply vehicle mileage | 2417 km or 1760 miles |
| Supply vehicle down-time | 11 hrs |

6. Flying

1. Another month accident free A great precedent and a good one, is being set. All will agree it is most gratifying to enjoy such a position.

2. MPD/SVN spent three days at Vientiane in Air Drop orientation. How qualified he became is a matter of conjecture, he got a "SHACK" one day and a "PANEL" the next. Overall the training received was most beneficial.

3. In general the morale of the pilots is very high. Few complaints are in evidence on the hostel at Danang and the Quarters at Cantho. The hostel at DAD is in the process of planning for renovation. The Customer at Cantho is to be approached regarding the facilities there.

IX. TECHNICAL SERVICES

1. The installation of Transponders in our SVN aircraft was completed this month to give us the satisfaction of beating the schedule by several weeks.

2. The flow time on the Porter aircraft AB Services has leveled off at eight days. The first one turned out in January 1970 was scheduled at ten days. Further improvement will probably come at a slower rate, depending upon the application of experience and the development of methods and procedures.

3. Facilities improvements and development are reduced to a low level. Work is continuing on several projects, such as improvement of the water and power systems, and providing employee recreational facilities, etc; however, most activities are confined to reshuffling and maintaining that which we already have on hand.

4. MTS/SVN Boyd Mesecher departs 1st May on Home Leave for four months.

AIRCRAFT MAINTENANCE

Fixed Wing

The work load has slightly decreased during the month of April.

On turbo-prop aircraft several isolated cases of engine and air-frame components malfunctioning were encountered. Several engines were changed due to oil leak at the front and rear carbon seals, low oil pressure, internal malfunction of torque system, low power output and one engine was changed due to FOD.

The first phase of training on the Management-Development Course has been completed by the group of twenty persons comprising Leadmen, Crew Chiefs and Supervisors. The second and the last phase will begin during the next month. A very favourable response has been shown by those attending the classes.

Rotary Wing

The month of April was quite busy, flying over 1050 hours and performing eight number 2 services, 1 number 3A service, 2 number 3B service, ~~2 number 3C~~ inspections and 1 high time engine change.

Preplanning to cover the DAD heavy services with the present limited number of qualified Supervisors becomes quite a problem when flight schedules cannot be spaced to spread out the work load, as consistently happens. The heavy vacation/home leave requirements contribute to that coverage problem.

Shops

Overall Shop activities remained on an even par. The USFAA Inspection Authorization (IA) activities were at a normal pace. The following aircraft underwent Annual Inspections and were recertified: 204B N1305X, PC-6 N180K and C-46 N67984.

Planning/Engineering

DPLNG Mr. Burkett visited with us for 4 days in the last part of April. His visit was very beneficial to us.

General Maintenance

The deteriorated water pipe supplying the Personnel/Traffic Area is being replaced.

The installation of larger power cables between GMD and the Main Transformer Building is complete with the exception of Terminal lugs.

The extension of the revetment wall adjacent to the Operations Bldg by 12 feet is complete. This was required after the old "Ice Room" Shack was torn down.

The TSN water well is still marginal due to the dry season and we are forced to supplement the supply from the well in front of operations. The Airport Commandant has been queried as to the plan of action he is taking to supply the amount of water agreed upon.

Electronics

There has been a sigh of relief, that SVN easily met, and beat, the dates of completion for ATC Transponder installation. This was the project of AR 9053.

Two EA-PC6-34-2 and one EA-VTB-34-9 installation were completed for this month. This brought the project of AR 9053 to completion.

Technical Training

The following courses were completed during the month:

- Non-destructive Testing
- Basic Helicopter course
- Management Course (supervisor)

Courses now in progress:

- Management course
- 204B Helicopter flight mechanic
- Supply course

This month our training facilities increased by one small classroom. This room is now in use for small classes, meeting and FOT.

Supply

During this period, ASD/SCN held the first formal Supply Training Course ever conducted at a Regional Station. Due to work requirements the class was limited to six [redacted] employees. Classes were organized and instructed by [redacted] from IMN with the help of STP/SCN. Because of the excellent results of the course a new class will start during May with again six more [redacted] employees students. Classes with the second course will be conducted by RSD Supervisors and Technical Training Instructors.

This was also a heavy month for Customs clearance, with his usual dispatch, and despite the daily increasingly stricter regulations, the Customs agent was able to clear the commercially shipped cargo again with minimum delays.

During the month, the Property and Inventory Unit completed cycle inventory of class OZH for a total of 505 line items. Also completed was property cycle inventory of A/C 1636 (E-2) for a total of 542 line items. In addition to cycle inventory, 52 property transactions were made.

X. HOSTEL OCCUPANCY

From 25 March 1970 (Hostel COB) to the end of this month, nine Certificates of "non-availability of company furnished accommodations" were issued.

Original signed for BMSGN by
C. J. [redacted] [redacted]

E. J. Theisen

SAIGON BASE FLIGHT TIME REPORT

APRIL 1970

1. Contract 7001 -

| A/C No. | Revenue | | Non-Revenue | |
|---------|------------|-------------|-------------|-------------|
| | Block Time | Flight Time | Block Time | Flight Time |
| N67984 | 130+12 | 104+25 | 10+02 | 8+37 |
| N67985 | 165+05 | 134+48 | 8+13 | 6+59 |
| B928 | 142+28 | 114+30 | 9+55 | 7+44 |
| B910 | 119+28 | 99+28 | 9+00 | 7+18 |
| B912 | 120+58 | 97+47 | 13+14 | 11+46 |
| 6147 | 83+51 | 64+20 | | |
| 8084 | 118+53 | 97+41 | 1+56 | 1+45 |
| 5559 | 62+46 | 52+03 | | |
| 5994 | 154+33 | 129+37 | | |
| B829 | 65+18 | 53+30 | 18+41 | 14+28 |
| N539Y | 154+05 | 130+44 | | |
| N544Y | 167+10 | 147+48 | | |
| N9518Z | 124+37 | 106+51 | 10+43 | 8+48 |
| N6154U | 94+40 | 84+09 | | |
| N9956Z | 17+51 | 14+15 | 8+01 | 6+04 |
| N7770B | 95+57 | 84+08 | 3+07 | 2+14 |
| N9577Z | 7+38 | 6+08 | 13+07 | 10+40 |
| N3674G | 60+07 | 52+00 | 2+24 | 1+20 |
| N9664C | | | 15+49 | 14+31 |
| N91295 | 84+15 | 69+13 | 0+46 | 0+41 |
| N9838Z | 98+56 | 84+09 | 2+17 | 1+33 |
| N3728G | 66+42 | 58+37 | | |
| N7695C | 68+22 | 59+24 | | |
| N180K | 123+03 | 109+58 | 1+17 | 0+40 |
| N285L | 174+34 | 154+43 | 0+45 | 0+41 |
| N391R | 13+17 | 10+25 | 0+59 | 0+21 |
| N394R | 114+37 | 103+22 | 1+04 | 0+52 |
| N9444 | 111+26 | 92+42 | 0+54 | 0+34 |
| N198X | 7+30 | 6+45 | 1+25 | 0+40 |
| N153L | 64+33 | 53+10 | 0+42 | 0+34 |
| N12450 | 57+35 | 52+36 | | |
| N748N | 132+46 | 112+28 | 3+34 | 2+24 |
| N152L | 55+19 | 44+34 | 16+59 | 15+26 |
| N184L | 146+27 | 127+33 | 8+34 | 7+14 |
| N185K | 32+52 | 27+30 | 1+57 | 1+07 |
| N192X | 8+24 | 74+27 | 1+03 | 0+32 |
| N194X | 124+04 | 104+44 | 7+45 | 6+33 |
| N393R | 87+31 | 72+55 | | |
| N1303X | 121+34 | 121+34 | 2+30 | 2+30 |
| N1304X | 77+47 | 77+47 | 9+20 | 9+20 |

| | | | | |
|-----------|---------|---------|--------|--------|
| N1305X | 128+24 | 128+24 | 6+15 | 6+15 |
| N1306X | 53+19 | 53+19 | 4+19 | 4+19 |
| N1307X | 150+29 | 150+29 | 1+00 | 1+00 |
| N8514F | 77+15 | 77+15 | 6+35 | 6+35 |
| N8535F | 120+25 | 120+25 | 2+15 | 2+15 |
| Sub-total | 4264+39 | 3722+40 | 331+49 | 282+19 |

2. Contract 7002 -

| | | |
|-----------|---------|--------|
| B928 | 9+22 | 7+49 |
| N539Y | 3+37 | 2+38 |
| N544Y | 4+22 | 3+27 |
| N9518Z | 6+24 | 5+23 |
| N6154U | 31+19 | 26+50 |
| N9956Z | 32+33 | 28+14 |
| N7770B | 25+31 | 22+07 |
| N3674G | 12+50 | 10+40 |
| N91295 | 15+29 | 13+33 |
| N9838Z | 10+29 | 8+45 |
| N3728G | 44+41 | 36+55 |
| N7695C | 44+54 | 39+14 |
| N180K | 18+20 | 13+36 |
| N391R | 40+03 | 35+10 |
| N394R | 9+12 | 8+21 |
| N9444 | 2+16 | 1+46 |
| N198X | 66+27 | 53+16 |
| N153L | 71+09 | 64+18 |
| N12450 | 34+50 | 30+29 |
| N748N | 18+27 | 15+50 |
| N152L | 46+19 | 36+18 |
| N184L | 21+39 | 18+16 |
| N185X | 49+55 | 40+26 |
| N192X | 72+29 | 66+55 |
| N194X | 28+18 | 23+50 |
| N393R | 61+37 | 56+47 |
| N1303X | 19+00 | 19+00 |
| N1304I | 30+26 | 30+26 |
| N1305X | 31+40 | 31+40 |
| N1306X | 87+09 | 87+09 |
| N1307X | 9+21 | 9+21 |
| N8514F | 53+15 | 53+15 |
| N8535F | 34+07 | 34+07 |
| Sub-total | 1044+30 | 935+51 |

3. Contract 7003 -

| | | |
|------|-------|-------|
| B910 | 8+45 | 7+18 |
| B912 | 15+07 | 12+16 |
| 5559 | 5+38 | 3+33 |

| | | |
|--------|-------|-------|
| B829 | 1+18 | 0+55 |
| N539Y | 11+47 | 10+00 |
| N544Y | 4+45 | 3+48 |
| N9956Z | 6+16 | 4+17 |
| N7770B | 3+19 | 2+22 |
| N9577Z | 0+56 | 0+39 |
| N91295 | 7+28 | 4+51 |
| N9838Z | 4+54 | 3+31 |
| N3728G | 2+07 | 1+24 |
| N7695C | 2+13 | 1+48 |
| N180X | 2+30 | 2+05 |
| N285L | 1+08 | 1+07 |
| N394R | 3+46 | 2+34 |
| N9444 | 4+40 | 3+50 |
| N748W | 6+23 | 4+44 |
| N152L | 3+49 | 3+02 |
| N184L | 1+19 | 1+07 |
| N185K | 1+17 | 0+57 |
| N192X | 74+54 | 69+19 |
| N194X | 2+02 | 1+42 |
| N393R | 3+32 | 2+39 |
| N1304X | 3+28 | 3+28 |
| N1305X | 3+22 | 3+22 |
| N8535F | 18+06 | 18+06 |

| | | |
|-----------|--------|--------|
| Sub-total | 204+49 | 174+44 |
|-----------|--------|--------|

4. Contract 0030 -

| | | |
|--------|-------|-------|
| N9577Z | 55+14 | 48+57 |
| N7770B | 1+54 | 1+30 |
| N7695C | 2+24 | 2+05 |

| | | |
|-----------|-------|-------|
| Sub-total | 59+32 | 52+32 |
|-----------|-------|-------|

5. Contract 0069 -

| | | |
|--------|-------|-------|
| N9664C | 70+06 | 59+50 |
| N391R | 8+23 | 7+51 |
| N152L | 5+40 | 4+48 |
| N185K | 33+00 | 29+22 |
| N6154U | 4+54 | 4+29 |
| N9956Z | 4+22 | 3+55 |
| N3674G | 3+21 | 2+56 |

| | | |
|-----------|--------|--------|
| Sub-total | 129+46 | 118+11 |
|-----------|--------|--------|

| | |
|-------------------------------|---------|
| Total Revenue Block Time | 5703+16 |
| Total Revenue Flight Time | 4998+58 |
| Total Non-Revenue Block Time | 331+49 |
| Total Non-Revenue Flight Time | 282+19 |
| GRAND TOTAL BLOCK TIME | 6035+05 |
| GRAND TOTAL FLIGHT TIME | 5281+17 |

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 | 711+25 | 578+21 | 77+37 | 65+11 |
| C-47 | 426+17 | 347+14 | 3+52 | 3+30 |
| Bailed C-47 | 66+36 | 54+25 | 22+39 | 17+37 |
| DEC-4 | 345+46 | 298+25 | | |
| YTB | 1112+43 | 953+09 | 100+54 | 83+13 |
| Porter | 2021+22 | 1748+17 | 73+19 | 59+20 |
| 204-B | 1019+07 | 1019+07 | 53+28 | 53+28 |
| TOTAL | 5703+16 | 4998+58 | 331+49 | 282+19 |

L. G. Parrish
SOM/SCN

cc: BM/SCN
MFD/SCN
TM/SCN
File.

"Attachment A"

GENERAL AFFAIRS

1. Following Airport Commandant and staff's visit of AAM, an Air Vietnam made up of:

[REDACTED]

made a similar tour of our installations after an informal lunch with company management at VNAF officers club.

During the tour, they were briefed on various departments' activities with particular emphasis on technical training. They saw the nine [REDACTED] aircraft mechanics at work in our metal shop and were very impressed.

[REDACTED] expressed the desire of sending 2 or 3 technicians to attend our training courses for possible assignment as instructor after graduation.

2. The Directorate general of taxation has agreed in principle to reimburse taxes levied on meal and transportation allowances for [REDACTED] employees for the period prior to 13 September 1969, the date on which exemption of these taxes were granted.