

MEMORANDUM

DATE: 17 November 1970

REF. No. BMSGN/70/325

TO : VPA TPE

FROM : BMSGN

SUBJECT: October Monthly Report

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

E.J. Theisen

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SAIGON BASE
MONTHLY REPORT
OCTOBER 1970

I. GENERAL

1. Total block time for October was 4884 as compared to 6345 for October 1969 and 4705 for September 1970.

2. Locally in Saigon the situation remains quite stable. However on 2 November we have experienced four 122mm rocket impacts across the river from the Majestic Hotel. According to public rumor, the VC are going to reduce their military activities due to insufficient strength but will increase shelling and terrorism.

3. Facilities Development

AR 2438 - Completion of Concrete Pavement and Drainage Ditch - DAD Completed.

AR 2437 - Improvement of Passenger Lounge -DAD - 70% completed

AR 2422 - Renovation of Operations Bldg - SGN - 50% completed

AR 2449 - Terminal Parking Apron - SGN - 15% completed. Delay is due to daily rainfall.

4. Recent aircraft movement and disposition

204B N3535F depositioned to Udorn on 2 November 1970

C47 5994 placed in storage SGN on 9 November 1970

C-46 N67984 added to 9101 contract

C-46 B910 dropped from contract and will remain as active spare.

PC6 N152L will be dispositioned to VTE on 15 November 1970.

The COADS VTB at V17 will be replaced with a PC6 on Sunday as they are behind on PC6 minimum.

II. CUSTOMER RELATIONS - Our relations remain excellent.

III. MEDICAL

Number of sick call: 1274

Number of accidents: 38

Hospitalized sick calls : 2

Unhospitalized accidents: 39

Outcalls: 3

Physical Examination: 28

Sick leaves: 143

IV. PERSONNEL

1. The Vietnamese National Police seem to have slacked off in their "apprehend the TCNs" campaign (September Monthly Report refers). Only one of our TCNs was detained during the month. With U.S. Embassy assistance we have been able to obtain substitute documentation from the Ministry of Interior showing that our employees are legally in country. This substitute documentation has proved acceptable to the National Police and appears to be keeping our employees out of the pokey.

2. To date there has been surprisingly little reaction to the partial devaluation from employers (both commercial and contractor) and Vietnamese workers. Company postures are still pretty much "Let's wait and see"; and Vietnamese workers, while asking for increased wages and salaries, are doing so in very moderate tones. The workers' temperance seems almost unnatural, especially in view of the fact that prices of essentials (especially foodstuffs and rents) have increased appreciably since devaluation. We are spending a good bit of time keeping abreast of this situation.

3. After an upsurge just following the devaluation, the open market rate for piastres seems to have settled down. The open market rate is now approximately VN\$415-525 to US\$1.

4. Personnel strength - Saigon Base

Classif.	[REDACTED]								Total	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
Permanent	32	131	114	13	117	3	7	2	270	149

[REDACTED]								Total	
GRD	FLT	GRD		GRD		GRD		GRD	FLT
480#	12**	2		2		1*		485	12

Temporary [REDACTED] [REDACTED]

Preprocessed [REDACTED] 5

(*) : [REDACTED] Ground Personnel: 761
 (**): [REDACTED] Flight Personnel: 161
 (#) : [REDACTED]
 Total : 922

Da Nang Sub-base

Classif.	[REDACTED]				Total
	GRD	GRD	GRD	GRD	GRD
Permanent	3	14	15	71	103

Preprocessed: [REDACTED] 1

Nhatrang Sub-Base

Classif.	[REDACTED]				Total
Permanent	GRD	GRD	GRD	GRD	GRD
	3	8	20	61	92

Pre-processed: [REDACTED] GRD : 1

Cantho Sub-Base

Classif.	[REDACTED]				Total
Permanent	GRD	GRD	GRD	GRD	GRD
	1		10	3	14

V. OPERATIONS

1. Flight time report (See attachment A)
Ground Fire Incidents Report (See attachment B)
Accident Reports

<u>Date</u>	<u>A/C Type/No.</u>	<u>Location</u>	<u>Remarks</u>
29 Sept (not reported in Sep)	204B/N1303X	Approx 21 miles N.E. of Danang	While inflight noted a strong smell - While smoke also coming from the engine area. A precaution landing was made. Later flown to LAD, engine changed. Possible No. 1 bearing carbon seal malfunction.
05 Oct	PC/6C/N153L	V-163	During landing roll-out prop contacted single strand of concertina wire on runway. Minor damage to two prop. tips. Prior to landing pilot over-headed the strip, however, he did not note the wire obscured by grass.

2. Ground Transportation

Aggregate minibuses mileage: 24,868 km approx 15,542 miles
 Total minibuses down-time: 97 hrs 12'
 Total minibuses pax carried : 3468 pax
 Isuzu bus mileage: 5149 km approx 3218 miles
 Total isuzu bus down-time: 118 hrs 30'
 Isuzu bus pax carried: 11840 pax
 Supply vehicle mileage: 2224 km approx 1390 miles
 Supply vehicles down-time: 165 hrs 42'

VI. TRAFFIC/AAM

1. GMD is working on the parking apron in front of the terminal via Commercial contract. Heavy rains have interfered with scheduled completion date but will be a great improvement upon completion.

2. Training Terminal and Ramp Agent recurrent training was conducted during the month to review and realign daily procedures.

	<u>September</u>	<u>October</u>
Passengers departures SGN (all contracts)	5,313	5,670
Passengers arrivals SGN (all contracts)	5,938	6,007
Outbound cargo SGN	46,099	64,044
Inbound cargo SGN	54,996	63,010

TRAFFIC/USAID

1. One Senior Clerk position and one Clerk One Position were cancelled effective 31 October 1970.

Cargo (including AF Caribou A/C)

	<u>September</u>	<u>October</u>
Outbound (lbs) SGN	416,031	657,622
Inbound (lbs) SGN	66,607	194,919

VII. FLYING

1. The taxiway vehicle traffic was cut considerably by virtue of the ramp being torn up and the parking-lot/ramp gate being closed to all traffic. However as might have been expected the vehicles were not to be denied. They now are delivering many of their passengers to the ramp side of the passenger terminal.

2. On 7 October we had an MPC conversion which didn't catch too many by any great surprise, except possibly Air America.

3. The annual cost reduction program came up once more and we were asked to cut personnel from our rosters. That same old "Bug-a-boo" concept of transferring crews permanently to the outstations naturally came up again. The same old arguments were presented again with an additional factor considering FEPA/Company agreement. Hopefully this consideration for transferring crews to outstations will again be shelved.

4. The 70-10 Bid awards were received with mixed emotions. Most of the bidding went pretty much as was expected, but there were naturally a few disappointments. With that out of the way, we initiated action to firm-up the 1970 leave schedule.

5. During the month we had several cases of theft, one known case of being shot at and another that was observed. While leaving a party for Mr. Hana at a downtown restaurant, MFD and A/MF/AA both had their watches stolen. While returning from Long Binh on the Bienhoa Highway, MFD had a number of shots fired at his car.

VIII. TECHNICAL SERVICES

1. The unreliable C46 situation has improved. We are now back to about routine maintenance.

2. The ramp access gate which we closed and locked on 2 October has not been opened once during the month and it goes without saying that we have proven we can survive with it closed. The biggest complainers about our efforts of restricting access of private vehicles to the ramp were always the pilots. It sure made that area of the taxiway a lot safer for our employees using the crosswalk and the pilots no longer had to fear cars darting onto the ramp and driving down the south taxiway.

3. The renovation of the Operations Building is progressing at snails pace. The contractor started the work on 20 July with a 2 month projection to complete. Based on recent talks with him he now hopes to complete the project by about 20 November.

The same contractor (A&M) is working on the project of repaving the passenger terminal parking apron, which is scheduled for 6 weeks to complete. He started on 2 October but has lost about 10 days because of almost daily raining from the typhoon weather recently.

4. Our second training course, to produce more TCN flight mechanics for the 204B Helicopters is scheduled to begin on 2 November. The group has already completed the basic Helicopter maintenance training and the 204B maintenance training portions. In mid-November they will start some six weeks of actual OJT flying. This final phase includes one week assignments at each sub-base in country and sling load flight training. The group is developing very well and we are quite proud of the quality of these men.

E.J. Theisen
Base Manager - SGN