

SAIGON BASE
MONTHLY REPORT
OCTOBER 1969

I. GENERAL

1. Block and revenue time remained on a par with last month when comparing a 30 day month in September with a 31 day month in October. For Sept. it was 6135 revenue hours and 6346 blocks hours total for SVN vs 6345 revenue hours and 6608 block hours for October.

2. Security conditions remain relatively quiet with only occasional terrorist incidents. There were no concentrated military actions or rocket attacks directed against the Saigon area.

3. We plan to further reduce our spare fleet this month by sending 3 10-2's to Tainan for storage. Beech 10-2 N77Y has been placed in temporary storage at Saigon.

II. GENERAL AFFAIRS

1. Exemption of tax on airfield meal and transportation payment initially granted by GVN to employees working at TSN airport was extended to employees at DAD and NHA Stations.

2. The Government of Vietnam has just decreed a tax (austerity) increase on 1523 imported commodities. As a result of this measure a US dollar's worth of imported commodity will cost from VN\$25 to VN\$20 more; the more luxurious an imported item the higher the tax.

Official statistics which is very conservative by nature, estimate the overall price of imported commodities to rise by 40% and the cost of living 20%

Price of spare parts for automobile, construction materials and office supplies which account for the bulk of company local procurement increase as follows:

Office supplies	+ 100%
Iron bar	+ 100%
Engine parts	+ 160%
Tubes and tyres	+ 103%

III. FACILITIES DEVELOPMENT

1. Among the projects completed this month were: revetment walls

SGN, Antenna masts for Transmitter Building SGN, Nose Hangar Lean-to DNC, Emergency RCMD Water Supply SGN, Power Distribution and Lighting System NHA, and Electrical Power Distribution System DAD.

IV. CUSTOMER RELATIONS

1. Our relations with all customers have never been better. There are no outstanding problem. The rapport between the primary VN-70 customer and this office have improved 100%.

V. FISCAL

1. Budget Matters: Costs are continually being reduced by reduction of work force. A total of 20 persons were either transferred to other bases or surplusd during the month. Particular attention is being given to the payment of overtime to indigenous personnel. Total payments for overtime have been substantially reduced. We believe further reductions are possible in GTD. FCHMMR are now being checked 100% against Log Sheets. During the past three monthss we have discovered per diem was being overclaimed by \$500.00 to \$600.00 per month.

2. Tax problems: We received in writing a ruling from the Tax authorities that the Transportation and Meal Allowance paid to Vietnamese employees are exempt from Vietnamese income tax.

3. Billing Difficulties: No additional problems except as noted under Customer relations.

4. Revisions of exchange rates: There have been many rumors of a devaluation of the piastre. However knowledgeable sources indicated no devaluation will occur for the remainder of 1969.

VI. SECURITY

1. November 1, 1969 will be Vietnamese National Day. This year, the National Day Celebration is very simple in keeping with the Government austerity policy. No parade or demonstration is anticipated.

2. Rumored public disturbances: The majority of Vietnamese people complained about the hike in prices of commodities by the newly decreed austerity taxes imposed on 24 October 1969 by the Vietnamese Government, as the government was compelled to take urgent financial and economic measures to put an end to the inflation threat which could bring about a collapse of the national economy and also cause difficulties in the political and social fields.

VII. MEDICAL

1. Number of visits: 1501

2. Accidents: 51

3. Hospitalization: 2

- 4. Outcalls: 5
- 5. Physical Examinations: 36
- 6. Sick leaves: 312½

VIII. PERSONNEL

1. Work Permit approvals for our Third Country Nationals continue to be a problem. To date we have received only 20. The Ministry of Interior, however, has been kind enough to grant our TCNs temporary Residence Permits valid through 31 January 1970, which presumably will cover them for the period during which their applications for one year Work and Residence Permits are under process.

The recent (24 October) imposition of an Austerity Tax on most imported commodities has knocked the value of the piastre to an all-time low (MRH is in possession of some relative VN press articles). The piastre is now being traded on the open market at approximately VN\$275 to US\$1.

Approval for the Vietnamese Line Maintenance Training Program is pending at the Ministry of Education. At each follow-up call we make we are assured that approval will be forthcoming "any day now".

2. Personnel strength - Saigon Base

Classif.	[REDACTED]								Total	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
Permanent	44	143	142	14	154	2	16	5	354	164
	[REDACTED]								Total	
	GRD	FLT	GRD	GRD		GRD	GRD			
Permanent	552 [#]	15 ^{**}	2			2	1 [*]	557 15		
Pre-Processed	10								10	

(*) : [REDACTED] Ground PNL: 923
 (**): [REDACTED] Flight PNL: 179
 (#) : [REDACTED] TOTAL : 1102

Danang Sub-base

Classif.	[REDACTED]				Total
	GRD	GRD	GRD	GRD	GRD
Permanent	4	14	21	83	122

Classif.	Nha Trang Sub-base			Total GRD
	GRD	GRD	GRD	
Permanent	4	13	25	61
				103

Classif.	Can Tho Sub-Base			Total GRD
	GRD	GRD	GRD	
Permanent	1	10	4	15

IX. TECHNICAL SERVICES

1. October was a smooth month with no serious incidents or accidents in any department at any station.

2. Several employees have been selected for transfer to Udorn as that station is in dire need of qualified men. We hope to send at least 20 men by mid December. It must look like old home week there with all the men we have sent to Udorn already. Some six Americans have gone there since May of this year, plus over 30 TCNs either sent or under process to go.

X. TRAFFIC/AAM

Nothing of general interest transpired during the month with all areas operating smoothly.

	September	October
Passengers departure SGN (All contracts)	5,837	5,870
" arrival SGN	5,980	6,492
Outbound cargo SGN	94,217	77,121
Inbound cargo SGN	90,205	97,140

TRAFFIC/USAID

	September	October
Cargo (including AF Caribou A/C)	1,369,863	1,948,049
	519,743	560,231

Outbound (lbs) SGN
Inbound (lbs) SGN

XI. OPERATIONS

1. Total revenue block time for October was 6345 + 39 compared to 6134 + 45 for September. Our revenue forecast for the month was 6365 hours. Grand total block time for the month was 668 + 02 with a forecasted figure of 6623 total block hours for the month.

2. We had 20 controllable and 61 non-controllable delays with a total of 916 Saigon departures.

3. Aircraft availability boards and flight watch boards were relocated in FOB allowing for a window on the east wall. Plans are being formulated to make additional improvements to FOB. Three new air conditioners were purchased and installed.

4. We plan to further reduce our spare fleet this month by sending 3 10-2's to Taiwan for storage. Beech 10-2 N77Y has been placed in temporary storage at Saigon.

5. Flight time report (See attachment A)
Aircraft Incidents report (See attachment B)

6. Ground Transportation

Statistics

Aggregate minibuses mileage	: 25359 km or 15849 miles
Minibuses down-time	: 148 hours
Minibus pax-carried	: 3453
Isuzu bus mileage	: 6267 km or 3916 miles
Isuzu bus down-time	: 38 hours 24 Min
Isuzu bus pax-carried	: 10862
Supply vehicles mileage	: 2603 km or 1626 miles
Supply vehicle down-time	113 hrs 24'

Supply vehicle
XII. FLYING

The month of October was highlighted by one major point of interest: No crew induced accidents during the month. This is a reflection of the pilot's professional ability and to the AMF's close supervision and emphasis on safety. October is the second consecutive accident free month.

With the deletion of the Beechcraft from both the contract and the station a number of on station crew assignments have been realized. Six of the Beechcraft captains have been moved to the Volpar Program.

Flying time was good in all programs except VTB and Beechcraft. The VTB is picking up and conversely the Beechcraft is dropping. Morale of course is directly reflected by the high or low time. The greatest inequity in flying time is projected in American First Officer group. We are still working towards a F/O pool. All the VTB F/O's have received C47 training and should receive their flight checks early in November.

The yearly, 1000 hour per pilot, flying time appears to be well under control. The yearly OBH is being closely monitored as well. The year end should reveal an equal distribution of OBH by program. Any major change in customer requirements should not present too great a problem due our cross training program.

In result of the month being a rather routine month, it seems that the result was that it was a successful one.

XIII. SAFETY

1. Accident investigations

1. Beech 10-2, N9521Z accident report forwarded to TPE on 20 October 69.
2. 204B, N1306X accident report forwarded to TPE on 4 Nov 69
3. VTB, N7770S Review board will be scheduled for 11 Nov 69.

2. Safety suggestions

1. SAFE 15 - 26 Sep 69. Captain McCauley questions the maximum gross weight of 10,200~~4~~ for the Special 10-2 aircraft because they do not perform as well and are placarded for seven passengers only. Forwarded to DSAFE 27 Sep 69.
2. SAFE 15 - 14 Oct 69. Capt McCauley recommends the top of one main rotor blade of the 204B's be painted white to aid in being seen by other aircraft. This is being submitted on SAFE 14.
3. TRIP REPORT 22 Oct 69. Capt Rogers pointed out an ambiguous instruction in the Volpar Maintenance manual because of an elevator trim tab problem on 54U. He believes the mechanics get confused about the proper degree of rigging the tab up or down because of the way the manual states the settings. This now in local processing prior to being mailed to TPE.

3. Follow-up Action

Designated runup areas have been prepared and equipped with chocks which fit into pipes to prevent aircraft from moving. This should completely eliminate runup accidents such as the nose wheel collapse on 70B, the death of the man who was blown away on a sheet of plywood by prop blast, and the numerous instances of control surface damage by prop blast.

E. Hulse

SAIGON BASE FLIGHT TIME REPORT
OCTOBER 1969.

1. Contract 4101 -	A/C No.	Revenue		Non-Revenue	
		Block Time	Flight Time	Block Time	Flight Time
	N67984	100+02	83+03		
	N67985	140+26	111+56	17+46	16+29
	B910	104+08	82+51	26+58	23+53
	B928	132+29	107+12		
	B138	106+57	87+49	21+32	18+55
	B146	106+16	84+21	6+27	4+49
	6147	116+39	97+47	3+29	3+04
	8084	191+02	166+44		
	5559	198+05	179+03		
	5994	109+02	83+33	1+48	1+23
	6083	147+28	128+54	10+45	9+10
	B817	107+34	91+46		
	B829	54+20	42+43	12+22	10+16
	N539Y	77+16	66+05	23+55	21+08
	N544Y	20+40	16+13		
	N9518Z	66+22	51+51	9+09	5+53
	N6154W	100+02	86+18		
	N9956Z	12+40	11+16	10+10	8+33
	N7770B	56+50	47+36	2+32	1+28
	N9577Z	68+15	52+41	1+28	1+07
	N9838Z	94+13	80+43	2+04	1+35
	N3728G	47+33	39+44	4+07	2+28
	N9664C	5+15	4+42		
	N3674Q	50+54	39+22	1+26	0+50
	N7695C	18+52	16+16	1+26	0+51
	N91295	13+16	8+59	21+07	18+35
	N5454V	101+07	87+59		
	N6622C	6+38	5+39	0+43	0+21
	N9573Z	62+23	53+10		
	N5269V	61+58	51+13		
	N77Y	37+47	30+39		
	N7950C	48+19	39+04		
	N51259	7+47	5+56		
	N2141Z	13+15	10+09		
	N9073Z	11+51	9+52	11+02	10+19
	N9871Z	4+05	3+22	13+28	12+09
	N9898Z			10+56	10+08
	N285L	126+47	115+48	1+47	1+14
	N391R	148+51	126+23	2+02	1+31
	N394R	154+33	128+17	3+09	2+15
	N9444	162+18	144+18	2+41	1+57
	N198X	133+05	116+38		
	N153L	171+14	143+32	2+15	1+28
	N180K	45+29	41+52		
	N12450	12+52	11+43	0+47	0+35

N748N	41+38	34+51	1+02	0+37
N152L	130+05	112+58	0+50	0+30
N184L	131+00	116+25	2+17	1+21
N185K	76+46	64+30	5+32	4+04
N192X	21+00	18+57	0+56	0+26
N393R	55+31	46+12		
N194X	97+36	81+10	5+01	4+11
N1303X	109+01	109+01	1+53	1+53
N1304X	44+32	44+32	1+15	1+15
N1305X	160+46	160+46	2+18	2+15
N1306X	98+34	98+34	1+00	1+00
N1307X	160+24	160+24	4+25	4+25
N8512F	128+18	128+18	2+25	2+25
N8514F	26+15	26+15	1+45	1+45
H8535F	186+44	186+44	3+20	3+20
B875			1+06	0+42

Sub-total	5025+05	4384+39	262+23	222+33
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2. Contract 4102 -

N539Y	6+16	4+59
N544Y	33+54	28+42
N3674G	12+27	11+18
N7695C	55+43	46+38
N91295	18+27	13+46
N9518Z	11+13	9+38
N6154U	8+57	7+11
N9956Z	61+50	53+47
N7770B	00+00	00+00
N9577Z	16+50	14+09
N9838Z	8+30	6+47
N3728Q	7+50	6+41
N748N	123+20	108+37
N152L	7+43	6+19
N184L	4+09	2+34
N185K	51+08	42+41
N192X	42+48	38+15
N393R	120+57	109+40
N194X	31+31	26+59
N285L	6+10	5+26
N391R	44+34	36+43
N394R	20+20	17+24
N198X	7+08	6+18
N180K	66+47	57+51
N12450	67+17	59+06

N8512P	5+37	5+37
N8514P	115+10	115+10
N8535F	7+32	7+32
N1303X	5+52	5+52
N1304X	15+34	15+34
N1305X	14+04	14+04
N1306X	26+05	26+05
N1307X	1+05	1+05
K5269V	4+25	3+27
N51259	3+33	2+36

Sub-total 1034+46 918+31

3. Contract 4103 -

B928	13+45	10+31
B138	2+02	0+55
B146	17+32	14+47
B829	17+14	12+25
6083	2+17	1+55
N539Y	8+13	5+41
N544Y	22+06	17+01
N9518Z	1+57	1+22
K9577Z	14+29	9+04
N9838Z	9+55	2+33
N3728G	5+23	2+41
N3674G	8+36	5+22
N91295	4+39	2+53
N5454Y	0+25	0+18
B9573Z	4+47	3+51
N5269V	1+19	1+08
K77Y	6+55	4+18
N7950G	8+03	5+06
N51259	2+59	2+01
N21412	2+39	2+00
N391R	2+16	2+02
N153L	1+15	1+08
N152L	1+44	1+38
N184L	4+15	3+20
N194X	3+57	3+32
N1307X	9+41	9+41

Sub-total 172+23 127+13

4. Contract 0005-

N6622C	25+41	20+28
N21412	1+41	0+50
N1305X	2+15	2+15
N8512F	2+10	2+10
N8514F	1+45	1+45
Sub-total	33+32	27+28

5. Contract 0069 -

N9664C	69+59	61+27
N3728G	2+47	2+33
N9956Z	7+07	5+41
Sub-total	79+53	69+41

Total Revenue Block Time	6345+39
Total Revenue Flight Time	5527+32
Total Non-Revenue Block Time	262+23
Total Non-Revenue Flight Time	222+33
GRAND TOTAL BLOCK TIME	6608+02
" " FLIGHT TIME	5750+05

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	723+37	583+25	72+43	64+06
C-47	179+08	146+54	12+22	10+16
Bailed C-47	764+33	657+56	16+02	13+37
DHC-4	168+25	138+41	23+55	21+08
VTB	854+51	702+59	53+29	41+20
10-2(Beech)	401+41	329+52	0+43	0+21
C-45	15+56	13+14	35+26	32+36
Porter	2116+04	1833+07	28+19	20+09
204B	1121+24	1121+24	18+18	18+18
Helio			1+06	0+42
TOTAL	6345+39	5527+32	262+23	222+33

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