

MONTHLY REPORT

NHA - TRANG

MARCH 1969

GENERAL

Responsibility for the Nha-Trang Station was turned over to Mr. DAN LAWSON on 30 March 1969. Mr. LAWSON arrived on station 26 March 1969 for review of station with Acting Station Manager Mr. THEISEN. [REDACTED] (COICR USAID) and [REDACTED] (Deputy COICR USAID) accompanied Mr. LAWSON to NHA and were provided a station inspection.

The station turn-over proceeded smoothly. Mr. LAWSON's personal effects have arrived from DMG in good order and station administration is progressing in good order.

TRAFFIC

A. GENERAL : Station Traffic activities for March reveal increases in Cargo, passengers, and aircraft movement over the previous month.

The Traffic area of the building is undergoing maintenance and repairs to allow a better passenger flow and to keep unauthorized personnel off of the ramp. The TM office is now in the passenger terminal, however TM is well aware of his primary work at the Ground services warehouse and is not letting the physical separation affect his work there.

B. STATISTICS :

<u>Passengers</u>	<u>March</u>	<u>Last month</u>	<u>1968</u>
Departing	3,411	2,366	1,344
Arriving	3,407	2,291	566

CARGO

1. Ground Services

Departing	(lbs)	347,309	407,870	132,599
Arriving	(lbs)	284,187	166,100	241,464
TOTAL		631,496	573,970	374,063

2. Company Cargo

Departing	(lbs)	12,066	23,170	5,274
Incoming	(lbs)	22,315	19,042	17,623
TOTAL		34,381	42,212	23,347

3. GRAND TOTAL (1+2)

666,877	616,182	398,870
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CUSTOMER RELATIONS

At this point, the customer relations appear transitive. The New SZ has not been on station long enough to chart a definite course but is well aware of the need to reverse the previous situation. SZ was welcomed warmly (if not sincerely) by both customers and will work towards a feeling of mutual

OPERATIONS

A. GENERAL

Good weather prevailed throughout the month. The sole trouble spot was considerable cloud build-up in inland areas in the afternoons. This did not noticeably hinder operations but is expected to be more troublesome in the next two months.

A standard AAM information board has been requested for the pilot lounge. This is the same type used at DCG and will provide for a central location for posting of all required reading.

Esso apparently lacks some proper defueling equipment, and has so for some time, S2 will have more to say on this in the next report.

Crew billiting has improved in closing hostel 1 and placing the crews in the Nautique Hotel. Some complaints were voiced by a few pilots as to room size, cleanliness, and facilities however, the hotel Manager has been very cooperative in correcting deficiencies when found. A gradual improvement can be expected.

B. FLIGHT FREQUENCY (see attached)

C. ARRIVAL AND DEPARTURE COMPARISON

	<u>This month</u>	<u>Last month</u>	<u>Last year</u>
Arrivals	614	476	671
Departures	611	465	681
Ron's	340	294	312
D. <u>DELAYS</u>	39	50	—
Percentage on time departures	94%	90%	
E. <u>ACCIDENTS/INCIDENTS</u> . . . .	None		

FISCAL

The major change in this department was that the Accounting Representative has been given control of all station funds. Station funds will no longer co-mingle with those of the S2.

LEGAL

No major problems.

SECURITY

No major problems.

TECHNICAL SERVICES

Aircraft Maintenance :

Aircraft maintenance :

	<u>This month</u>	<u>Last month</u>	<u>Last year</u>
1. Transient services	226	182	453
2. Overnight services	340	294	312
3. Engine changes	2	2	2
4. Propeller changes	1	1	-
5. No.1 services	6	4	8
6. No.2 services	1	0	1
7. Intermediate services	1	1	-
8. Delays (Maintenance/Mech)	10	5	17
9. ACP's	16	13	18
10. Outline recoveries	4	0	3
11. Accident report (CA/C)	3	2	1
12. Accident report (FAL)	1	0	0

The workload took a sharp rise during the month. Much of this was due to the recent increase in trouble with the Beech 10/2 engines. With the increase in operations, the delays went up. The contributing factor being MIS parts.

ELECTRONIC MAINTENANCE

The Motorola UHF/VHF relay continues to perform poorly with numerous outages and interference. All required assistance will be given the technical representative and SSM and TFA kept informed of results.

STAFF

Activities were fairly routine. The workload increased with increased flying and maintenance. ACP's increased due to MIS parts but this is being overcome.

Mr. ANDERSON (Asst.Supt.-RSD) visited the station in connection with the disposition of property items removed from Hostel no.1.

ADMINISTRATION

No major problems encountered by the present SA. Having been assigned to NHA for one day during this report period, this situation is not likely to continue.

ORIGINAL SIGNED BY

*Dan Lawson*  
DAN LAWSON  
Station Manager  
Nha-Trang

MONTHLY FLIGHT TIME REPORT

NHA TRANG VIETNAM

March 19 69

April 1, 1969

CONTRACT	0041		4395		NON-REVENUE	
	BLOCK TIME	FLT TIME	BLOCK TIME	FLT TIME	BLOCK TIME	FLT TIME
C-46	154+43	121+32	--	--	--	--
C-47	187+57	167+58	--	--	--	--
VIB	234+05	195+49	80+15	64+41	4+58	3+59
PC6C	31+59	28+33	125+59	112+25	8+05	7+18
LC-2/C-45	280+33	233+56	--	--	3+43	3+02
204B	32+24	32+24	54+56	54+56	--	--
DHC4	15+41	13+47	--	--	--	--
HELICO	--	--	2+22	2+09	--	--

SUB TOTAL:    937+22                    793+59                    263+32                    234+11                    16+46                    14+19

GRAND TOTAL:                    BLOCK TIME:    1217+40                    FLT TIME:    1042+29

OM NHA J.D. PAULDING

cc: BM SGN  
SOM SGN  
SZ NHA  
FILE