

TECHNICAL SERVICES

SOUTH VIETNAM

MONTHLY REPORT

FOR THE MONTH OF

DECEMBER

1974

APPROVED FOR
RELEASE □ DATE:
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TECHNICAL SERVICES
SVND

I. NARRATIVE

The year 1974 finally came to an end, without any serious incidents to Company operated aircraft in the SVND.

Our 1029 Contract was scheduled to expire COB 31 December 1974, but in early December the Contracting Officer exercised the Government's option and extended the 1029 Contract for six months, through 30 June 1975. We can only hope that the follow on contractor is soon identified and able to start some overlap phase-in by May 1975, so as to enable a smooth operational turn over on 1 July 1975. As most of our employees will probably be hired in-place, the new contractor also needs time to make employment package offers to the AAM employees.

The 0008 Contract is due to expire on 28 February 1975, but a contract amendment has been submitted to extend this contract through 30 June 1975 also. We welcome this move so as to avoid problems with a new contractor starting on 1 March his operation of the IGCS Flying Services and trying to share the limited facilities.

The 0008 Customer will implement his new flying schedules on 10 January and at the same time drop four (4) UH-1H aircraft from the contract. This will leave 2 UH-1H at Danang and 2 at Pleiku, with 3 UH-1H, 1 C-46 and 2 Volpars based at Saigon.

The 1029 Customer dropped the last two UH-1H aircraft from contract and now his contract assigned fleet amounts to 1 C-46, 3 C-47 (GFE), 2 PC6C, 4 VTB-18 and 9 204B aircraft. Although not on contract, we are normally called upon to provide the following additional aircraft, on a daily call order basis; 2 C-46, 1 DHC-4A, 1 PC6C, 3 VTB-18 and 2 UH-1H aircraft.

The prospects of selling two of the spare DHC-4A aircraft is at a stalemate for unknown reasons, but the sale of two spare C-46 birds is back on an active basis again. As Tainan heavy services comes due on the C-46 and Volpars we deposition them to Tainan for storage. This helps to relieve some of the ramp congestion we are forced to operate under.

The projected sale of the Air Asia Company (AACL) at Tainan appears to be agreed upon now. The new owner will be 'E' Systems and they plan to continue to utilize the name of Air Asia, as AACL has a good reputation in aircraft maintenance circles. Air America has signed a maintenance and support agreement with 'E' Systems, wherein 'E' Systems will continue to provide Air America with the same support as in the past. Of course now we will have to pay 'E' Systems for all such services they provide us. So AVP-TSR TNN (our AAM man in TNN) will closely scrutinize all work and materials we request from AACL sources. The actual date of sale, of AACL to 'E' Systems is planned for 1 February 1975.

In my opinion, the year 1974 was a very successful year and our flying safety record continued to reflect the highest quality of aircraft maintenance that I have had the pleasure to be associated with. The success of 1974 is proof of the fine team efforts that exists with the Technical Services departments and sections. A sincere "well done" is extended to each and every employee of Technical Services, at all locations within the South Vietnam Division.

Let's continue the same fine "can do" attitude in 1975.

NOVEMBER 1974

STATION	MAINT DELAYS	REVENUE FLYING	REVENUE LOSS	AIRCRAFT DEPARTURES
SAIGON	10	1398+30	14+38	446
DANANG	0	394+05	00+00	281
NHATHANG	0	435+57	00+00	204
CAN THO	0	383+19	00+00	325
PLEIKU	0	158+00	00+00	146
TOTAL	10	2769+51*	14+38	1402
PAST SIX MONTH TOTALS AVERAGE	13	3561.32	17.35	1619

* Includes 893+03 hours for ICCS/AS

DECEMBER 1974

STATION	MAINT DELAYS	REVENUE FLYING	REVENUE LOSS	AIRCRAFT DEPARTURES
SAIGON	3	1541+16	10+30	445
DANANG	0	405+20	00+00	296
NHATHANG	2	363+55	00+00	212
CANTHO	1	357+28	00+00	275
PLEIKU	0	160+00	00+00	143
TOTAL	6	2827+59*	10+30	1371
PAST SIX MONTH TOTALS AVERAGE	11	3390.57	15.44	1561

* Includes 988+25 hours for ICCS/AS

Boyd D. Messcher
 BOYD D. MESSECHER
 Director Technical Services

II. MAINTENANCE CONTROL

2.1 Production Control

December was the "lightest" month of the entire year for Production Control as far as workload is concerned. This was partly attributed to a decrease in flying requirements necessitating a reduction in the number of aircraft from the active flight line. The holidays during the month added to the further slow-down in operations.

With the slackening of work, we were able to accord some Third Country Nationals their due leaves.

Production Control Section pre-planned, processed and scheduled the necessary paper work for 365 overnight services, 6 No. 1 services, 20 No. 2 services, 2 No. 3 services and 2 No. 4 services. There were only 2 engine changes in December (one for a Rotary Wing aircraft and the other one for a Fixed Wing aircraft). There were 14 CRRs assigned. 6 EAs and 33 Special Inspections were originated. One Engineering Instruction was formulated.

There were a total of 78 non-availability days accounted for in the fleet. Breaking this down are: 38 days for Rotary Wing and 40 days for the Fixed Wing aircraft. But included in this data are the 12 days carry over for N8512F/No. 4 service and 18 days for aircraft routed through the MMB at Tainan for services or other special maintenance flights.

Publication Unit:

Paper work production showed a significant decrease on the Ditto, Stencil units and Photocopy by comparison with November:

3M dry copier	9,786 copies
Stencil machine	72,000 copies
Ditto machine	40,000 copies

The above resulted in a cost of some U.S. \$954.51 for the month of December.

Engineering Section:

The Engineering Section completed the following projects during the month of December:

1. Performed weight and balance for UH-1H 15866 helicopter.
2. Prepared EI and drawing for VTB aircraft-to-aircraft refueling provision installation.

3. Performed weight and balance for Bell 204B N8512F aircraft.
4. Performed weight and balance for U-10B 63-13095 aircraft.
5. Performed symmetrical and alignment check for U-10B 63-13095 aircraft.

2.2 Aircraft Inspection

The month of December was some what slower than the last few months. This proved to be advantageous, in that, it allowed more time to do the numerous small things that there never seems to be enough time to do. In addition, inspections were made to the aircraft ground equipment and in the supply stores area. Perhaps the most rewarding was that it allowed one more inspector sufficient time to complete his training in the Soap Lab. This now gives us three technicians qualified to work in the Lab.

Radiographic Inspection

X-Ray inspection was performed on VTB N3728G in compliance with the recurrent AD 73-18-4. All the exposures showed no indications of defect and are now mailed to DQC TNN for further interpretation and handling.

Soap Lab

The following is a brief re-cap of the Soap Lab activities.

Oil samples analyzed	448
Lab requested oil resamples	15
Oil filters analyzed	17
Filters requested to resample	1
Total oil filters for AD-71-5-7	2

One engine type R-1830 installed on C47 16147 was removed due to high iron reading found during lab check. Failure was substantiated when engine oil filter revealed excess metal chips.

Annual Review

The year of 1974 proved to be one of change. Perhaps, the most notable change was in personnel. During the first six months, the department lost four of its experienced inspectors for jobs elsewhere. To a department with only seven inspectors this was quite a blow. Fortunately, able replacements were found, and a training program set up to give virtually every man in the department some training. This ranged from supervisory management to helicopter maintenance, to Soap Laboratory procedures. As a direct result, we are now more able to perform our required job assignments than we have ever been in the past.

One of the most gratifying accomplishments of the year was the final FAA approval of our Soap Laboratory. Much time and effort had been expended by the people of this department to obtain this approval.

During the past 12 months, this department initiated 21 Maintenance Problem Reports (MPR), 8 Special Items (SI), prepared 5 local Work Procedure Sheets (WPS) and submitted 2 Procedure Change Requests (PCR). There was a total of 17 Company Volpar Beech aircraft X-ray cases in compliance with Engineering Instructions and the re-current inspection required of AD 73-18-4. In addition, C-47 45-994 was given a radiographic inspection in compliance with AD 69-15-4.

III. AIRCRAFT MAINTENANCE - FLEET WING

The work load has remained approximately on the same level as in the past month. Only one engine was changed on C-47, 16147 due to internal failure. Maintenance was charged with three aircraft departure delays, there was one major aircraft recovery mission requiring engine change on the site. There were no major maintenance problems experienced during the month, the completion of scheduled services and aircraft release from maintenance were made without delays. The customer's aircraft U10B Helio was finally completed for damage repairs, test flown and returned to the customer.

The maintenance personnel strength was further reduced by several mechanics during the month.

IV. AIRCRAFT MAINTENANCE - ROTARY WING

December was a somewhat routine month for the Rotary Wing Department. Old familiar problems, such as, main drive shaft boots leaking grease, continued to plague us and resulted in head scratching, swapping flights and annoying delays.

Replacement of one each main rotor blade was necessary on M307X due to small arms ground fire. An increase in incidents of this nature is expected. (Would like to take this opportunity to request that pilot's no longer take these bullet strikes in the M/R blades, as we now have a grave shortage of replacement items.)

Internal failure of a cyclic control system irreversible valve on N3512F necessitated that aircraft remaining overnight on the highway North West of V103. A "well done" goes to the mechanics at NHA, who traveled out to the aircraft by truck and had the necessary repairs accomplished when the flight crew arrived.

Work load was such that a maximum number of people were off to enjoy the holidays. The Rotary Wing Department wishes each one of you and yours the best of health and luck in the new year.

V. MAINTENANCE SHOPS-AIR SUPPORT

The Sheetmetal Shop experienced another busy month with just routine service work. There were no major projects undertaken or completed during this reporting period.

All A&S work was routine in nature during this reporting period.

The Electronics Shops personnel were kept busy during this reporting period with mostly routine work. During the early part of the month we continued troubleshooting the TACAN installation on C-46 N9458Z. This system had been written up 12 times for "no DME lock on". The wiring checked out normal and the RT units, when installed on another aircraft checked out good. Suspect problem to be in the inverter or inverter wiring.

Our spares situation on the TACAN components remained critical during this reporting period and to alleviate some of the pressure we were able to get some of our "black boxes" repaired by the VMAF here at Tan Son Nhut.

~~24-C46-34-5~~ (R-3) was completed on N67984 and N67985 and now completes our C-46 fleet with TACAN installations.

For the month of December there were 157 write-ups corrected during overnight services and 23 write-ups corrected during turn-around services.

There were no aborts or delays attributable to electronics this month.

VI. GROUND MAINTENANCE

6-1 Powered Equipment Maintenance

Major work included: complete body rework on two Ford Sedans and one USAID GMC truck; engine overhaul for one Ford Sedan; clutch, plate, and steering shaft replacement on one Ford Bus; replaced the engine on one E/APU; brake and front suspension overhaul on one Chevrolet Carryall and replaced engine on one air compressor.

Vehicles and powered equipment deadlined at the end of the month included one Ford Sedan for automatic transmission overhaul, and the 175 KW base power standby generator.

The Refrigeration Shop repaired and shop-serviced 24 ea air-conditioners, 2 hot water heaters, 2 water pumps, 2 ice machines, 2 water coolers, 2 auto air conditioners and 1 refrigerator. One exhaust fan and one blast fan motor was rewound. Two air-conditioner compressor motors burned out during the month.

6-2 Finishing Shops

Paint-Air Support

Other than routine over-night service touch up work, this group provided paint support for 15 204B/UH-1H heavy services and PEs, including stripping the exterior of N8512F and over-spraying the interior for a Nr. 4B service, and for a complete over-spray of N1303X for a Nr. 4A service. Fixed wing paint support included heavy services of 3 ea C-46, 3 ea C-47, 1 ea DH4, 2 ea VTB and 2 ea PC6. An additional 204B Nr. 4A service was started on 28th of the month. A fairly busy month to wind up the year.

Paint-Ground Support

The major paint jobs included complete repainting of one Ford Sedan, a GMC truck, and a complete repainting of the main entrance shelter, gates, time card racks and associated signs.

Other work, primarily involved many small items, such as: office furniture, overhauled components, and signs of all kinds and sizes.

Fabric Shop

There was considerable passenger seat cover and sound proofing fabrication and replacement for the aircraft Nr. 4 services during the month.

Ground support work included recovering some 20 chairs and cushions for offices.

6-3 Electrical Maintenance - Ground Support

The electrical power meters formerly assigned to CITCA were officially transferred to AAM on 28 December 1974. They will be used to power the Transmitter Building, GM Area and the Northeast ramp. Plans were made for connecting into the new source and re-routing wiring but work could not be started until the actual transfer and power was connected to the meters. However, the lines were immediately disconnected from the CITCA area.

An exhaust fan with a ducting for passing air without light was fabricated and installed to provide cooling and ventilation in the X-ray dark room.

Wiring was switched in the Electronics Transmitter Building to provide better phase balance.

Other work was primarily routine air conditioner servicing, and the replacement of light bulbs, switches, outlets and ballasts.

6-4 Facilities Maintenance

Metal Shop

Major jobs included the modification of the helicopter hangar hoist to provide 12" additional height; fabricated and installed metal framed chain link wire guards over susceptible GM area windows; installed handles and cut tops out of 20 drums for use as trash containers.

Other work included routine repair of work stands, oil drain pans, two bars and bicycles.

Carpenter, Mason, Plumbing Shop

Started work on replacement of the termite infested wooden support columns in the PND building; replaced broken floor tiles in the Flying Department Office; enclosed and installed glass covered doors on bulletin boards; fabricated replacement signs; replaced wash basins at GM mens lavatory and UTM lavatory at the hangar and numerous routine repair jobs.

Areas Maintenance

Removed old bunker and weeds to clean up the Southwest area of the CITCA hangar; layed concrete to repair ramp damage at the 6th Street/Taxiway entrance gate; repaired barbed wire on top of fence at back and North side of mail room; started clean up of the excess dirt in area North of mail room; started filling of the South ramp trench; and cleaned all areas in general.

POWER CONSUMPTION

This month

Last month

Saigon

1. From station power plants	No meter	No meter
2. From commercial power plants	No report	120,339 KW/HR

Da Nang

1. From station power plants	No meter	No meter
2. From commercial power plants	18,642 KWH	22,015 KW/HR

Nha Trang

No meters installed - Customer power is supplied.

FUEL CONSUMPTION

Saigon

1. Diesel for power plants	676 Gal	940 Gal
2. Gas for power plants	847 Gal	830 Gal
3. Oil for power plants	69 Gal	58 Gal

Da Nang

1. Diesel for power plants	34 Gal	27 Gal
2. Gas for power plants	66 Gal	38 Gal
3. Oil for power plants	2 Gal	1 Gal

Nha Trang

1. Diesel for power plants	0 Gal	0 Gal
2. Gas for power plants	26 Gal	29 Gal
3. Oil for power plants	1,2 Gal	1,6 Gal

WATER CONSUMPTION

Saigon

1. Potable water	15,000 Gal	15,000 Gal
2. Industrial	No report	372,240 Gal

Da Nang, Nha Trang - No meters installed. Water obtained from customer wells.

VII. SUPPLY

Stock Control Company

There were no AGP requirements in Saigon during this reporting period. However, NS513F called AGP from NHA for one each Drive shaft on 2nd December 1974. Immediate supply support was taken and aircraft was released from AGP status on the same day. 16147 was also called AGP from PXU for one of each Engine HH, oil cooler, oil tank and 14 each spark plug on 20 December 1974. Supply action was taken on the following day.

Another project that is still in progress is the reviewing of aircraft parts that were ordered against NIS Slips but were not drawn out from stock for more than six months since their arrival. At the same time, we reviewed the excess stock which was shipped from other bases. This project is expected to be completed in the early part of January 1975.

A total of 60 items required for support of U10B 13095 were completed and materials have been transferred from AAM account to Customer account. Documentation was forwarded to MFA SVND for billing purposes.

Two items required for reactivation of C47 aircraft, 083/081, were not yet received to date.

Total of 137 expendable line items were issued to ICCS in the amount US\$323.43, and 46 line items to DAO in the amount of US\$100.77. Both to be charged against monthly CRR,

In compliance with the message, MS-AVP-TSE TNN M74 020650 for the segregation of material and records. AAM and AACL stamps have been made and all stock record cards and supply documentations are stamped as to ownership, for proper document segregation and identification.

Aside from the normal work in support of maintenance activities, stock control attempted to improve housekeeping by arranging work desks and relocation of office equipment. The office looks much better now.

Stock Control GFP

The requisitioning of Notable components to bring them up to initial stockage levels was accomplished, as expected, from the last months report.

Total 626 line items requisitioned this month: USAID = 216, ICCS = 410.

The billings chargeable to CT8976/CT8977 contracts received from Okinawa were processed and forwarded to MFA SVND for payment with total line items of 140. (USAID-36 - ICCS-104). Total line items of 360 AAM Invoices chargeable to ICCS and 8 line items credit were forwarded to MFA SVND for final action. Continued efforts to up date GFP Stock Record cards is still underway to preclude discrepancies.

An AGP telephone call was received from PXU for aircraft 71-20081 and supply action was taken on the dates indicated below:

- a. 14 Dec 1974 1 each MSN 5330-00-803-9889 packing
- b. 14 Dec 1974 1 each MSN 5330-00-803-8120 packing
- c. 14 Dec 1974 1 each MSN 4320-00-056-4896 pump

A/AGP requirements on three separate occasions by telephone call were received from VCA and supply action was taken on the dates as listed below:

- a. 4 Dec 1974 1 ea A/C 70-15856 MSN 1615-00-068 drive shaft
- b. 16 Dec 1974 1 ea A/C 1307X MSN 5821-00-082-3927 receiver
- c. 17 Dec 1974 1 ea A/C 1307X MSN 5821-00-851-1096 receiver transmitter

During this reporting period, total line items of 60 were received from Company sources under CWOA-V4903 in support of U10B aircraft, were processed and picked up as GFP under contract FO4606-74-0058-0001.

Procurement

In order to curtail expenditure for local procurement, rotatable type of items are purchased on basis of "upon request". This will reduce investments tied up in stock. However, expendable type of items are purchased in curtailed quantities for two weeks supply. This resulted in increased purchasing frequency.

A total of 239 line items was purchased by PR and DDP from all sources this month. This figure indicated 14 percent increase as compared with last month.

The total value of supplies purchased from local market amounted to VN\$3,228,228.00 equivalent to US\$4,712.74.

Property

The master cards of Government owned property previously reported were completed and continued efforts were being exerted on establishing master cards for Company owned property.

The physical inventory by department has been received except GMD. Continued effort in processing department inventory, conducting physical recheck and processing necessary adjustments as required is still underway.

The processing of Company owned property recommended for survey was accomplished and forwarded for final approval. During this reporting period, the separate lists of AID-SA-C-1029 PMH and IMAT PMH had been prepared and submitted.

Additional 31 line items of Government owned property excess to our contractual requirements were submitted to DAO Support Division, Transportation Branch, Ref. VPSVND/74-500 dated 9 December 1974 for final approval, however, as of this reporting period we have not received a response.

The Publications and Manuals received from department heads as excess to their requirements were properly stored and identified as directed.

Base Stores Section

In order to facilitate the best maintenance support and to provide responsible keymen on duty during holidays, the Shift-in-charge of both shifts were reassigned to more experienced storekeepers effective as of 1st this month.

Segregation of all aircraft parts and materials according to the ownership between "AAM" and "AACL" has been effected on 18th December 1974. For all parts or materials issued to aircraft or transferred to other stations, the document must be over-stamped with "AAM" or "AACL" property, for proper ownership identification. Physical segregation or re-location was not done.

44 each aircraft wheel casings were found to be in excess to SGN requirements, and were returned to TNN via last cargo flight.

Mr. C. M. Truyen, Storekeeper II, was TCS PXU to replace the TCM Storekeeper on annual leave, from 23 December 1974 thru 15 Jan 1975.

Uniform/Tool Sales Unit

Total 185 line items of excess hand tools have been prepared and turned over to the Shipping Section for returning to TNN via next cargo flight.

Physical inventory of uniform items on hand has been completed in early part of this month. The detailed report was forwarded to MS-AVP-TSR TNN for his information.

G/AIU & POL Unit

28 line items of POL products were found to have had no usage over 18 months by Stock Control SGN, and they were force issued to the Maintenance Shops for possible use, because it was not economical to ship them to TNN via TPE.

Shipping & Receiving Section

The workload of this section showed a declining trend during this reporting period. However, all backlog company cargo was cleared by three C46 cargo lifts.

Customs Agent

The extension of Contract AID-SA-C-1029 to June 1975 has been firmed up, the application of re-registration of Company vehicle and Privately Owned Vehicles (P.O.V.) was submitted to the Contracting Officer, USAID/US Embassy in the early part of this month, after signature they will be forwarded to the Directorate of Customs, GVN for approval. This case was given close attention in order to eliminate inconveniences to Company employees. In addition twenty four out-going P/E shipments were processed and released for shipment during the month.

Customer

1. Contract AID-SA-C-1029 (DAC)

Three UH-1H Helicopters were dropped from the Contract on 15 December 1974 and are now in storage. One tail boom was received from US Army Supply Depot as stock replenishment.

One high time engine and two repairable M/R Blades were delivered to the 8th Aerial Port for shipment, which will be returned to the CONUS Depot via available MAC flight.

2. Contract 74-008 (ICCS)

Two high time transmission assemblies and four repairable M/R blades were delivered to the 8th Aerial Port for shipment. The other repairable components were all under preparation for return to CONUS.

3. Contract F33600-73-c-0282 (C123)

All activities during this reporting period were routine.

4. Contract FO4606-74-A-0058 (ULOB)

One set of Propeller Spinner Assy was received from USAF Supply source on 5th December 1974. All requirements for A/C 13095 damage repair was fulfilled except wheel, spacer, oil temperature indicator and radio filter, which were down graded to hold items.

The U-LOB damaged LH Wing Assy and Propeller Assy returned from TNN is now pending disposition instruction from ACO/USAF.

VIII. CUT STATION

8-1 Da Nang

The month of December ended with only a few maintenance problems encountered. However one AGP case was experienced near the end of the month on 204B N1304X, for tail rotor pitch change rod. Overall it was a good month without any out station recoveries.

A brief summary of the maintenance problems encountered during the month is as follows:

On the 15th, UH-1H 20103 returned to station with pilot's remark: Transmission oil pressure fluctuates from 5 to 8 psi, with 5 degrees fluctuation also on transmission oil temperature. Chip detector plug and oil screen was found clean during inspection. The problem was corrected by replacing the broken ground wire on the oil pressure transmitter and oil temperature bulb and purging the cannon plug with compressed air.

C-46 N67985 returned to ramp a few minutes after take-off on the 24th due landing gears would not fully retract. During trouble shooting found the hydraulic reservoir almost empty. The reservoir was reserviced, system bled and found normal with negative leaks noted during operational check.

On the 28th, C-47 45994 arrived on station with pilot's complaint that the left engine left magneto was rough in cruise. The trouble was easily corrected by changing all the rear spark plugs and harness draining of accumulated water.

During overnight and 25 hours service inspection of 204B N1304X on the 30th, excessive axial play at the tail rotor crosshead was noted, due the tail rotor pitch change rod end thread was stripped. Aircraft was declared AGP, due part not available our Supply. When received the next day, it was installed and tail rotor controls re-rigged.

On the last day of the month, December 31st, courier aircraft C-46 N1383N arrived on station with pilot's remark left engine left magneto completely dead. The unit was replaced and all rear spark plugs changed, due found fouled. It was found satisfactory during ground operational run-up.

During the month, the CM DAD, A. A. Ramos went on approved annual leave from 12 December to 28 December. During his absence, Mr. H. B. Pacariem, Jr. Leadman II took over as ACM/DAD, with the assistance of 3 each rotary wing mechanics from Saigon, who went on one week DAD TCS duty.

Station accumulated flying hours during the month amounted to 405+20 and is broken down as follows:

VIB-18	63+26
UH-1H	146+20
204B	<u>195+34</u>
Total	405+20

GM

The GM crew was busy as usual on routine facility, hangar and hostel maintenance. The TFC passengers latrine walls and ceilings were repaired, due damaged by concussions caused by the accidental explosions of an ammo dump.

No other project this month, except the installation of windsock poles at Tam-Ky and Phu-Bai.

FEM

The Mitsubishi Jeep P/T No. 35-25157 and two each Microbus Falcons have been repainted.

The repair and maintenance of the 550 Innocenti Lambro was finally completed and the body repainted. It will be turned over to TFC Department for ramp passenger and cargo use.

The GMC truck was unoperational due starter assembly still unavailable in our Supply. Other work performed by the FEM crew were routine services, tune ups and minor repair of the ground equipment and vehicles.

FEM

This month's reporting period indicated a sharp increase of avionics maintenance load handled. Foremost source of problems encountered was on 204B choppers. Several VHF power supplies were rendered inoperative by the most inclement weather in years. The entry of moisture inside the unit and it's eventual condensation into water had burned or shorted components. Believe something must be done to improve the sealing effect of the weather strippings at the nose compartment of the 204B fleet.

A total of 38 Airborne radio problems was recorded, which 15 black boxes were replaced. The other 23 squawks were corrected by local maintenance effort.

A busy month indeed but negative outstanding problems came up, and no schedule delays was attributable to radio or other related systems.

The Ground Communication Equipment overall performance was normal during the month. Only retuning and check up of operational units as well as backup equipment was done to insure good communication traffic at all times.

8-2 Nha Trang

The trend of declining monthly flying hours in Nha Trang Reg. II continued into the month of December with a decrease of 72 hours over the previous month. The Christmas holiday, no doubt and inclement weather attributed to the decrease as measured in delays and revenue loss. Parking big fixed wing aircraft is now congested by the front of the AMD hangar building, due ramp on the other side of Operation building is pock marked with excavated holes which prevents access for big birds. Repairs and patching were in slow pace because of the question who will handle the expenses. Most activity has been essentially confined to routine services for both fixed wing and rotary wing aircraft.

Transit flights notably increased in number, however overnight services decrease slightly.

The monthly performance for December shows that no engine changes was performed this month. Two AGP case was called and there were two number 1 services plus four 25 hour inspections performed on rotary wing aircraft, and also one 50 hour lubrication complied with on a Volpar aircraft. In addition to that, three outstation recoveries were performed.

The flying hours in December was as follows:

<u>This month</u>		<u>Last month</u>
C-46	: 18+13	C-47 : 96+18
C-47	: 64+48	VTB : 70+01
VTB	: 65+05	<u>204B/UH-1H : 269+38</u>
<u>204B/UH-1H</u>	<u>: 215+49</u>	Total : 436+57
Total	: 363+55	

The following shows the maintenance problems encountered during the month:

- On 2nd December aircraft N1306X during engine start had N2 tachometer generator inoperative. Replacement of said unit corrected the trouble.
- On the 3rd of December aircraft N8513F call in from V212 due to excessive grease leaking from main shortshaft. The said item was not available at Supply and subject aircraft was placed on AGP status. The following day the requested parts arrived and installed with satisfactory results.
- On the 6th of December aircraft C-47 15559 called in from V04 as per CM/PXU report that aircraft arrived V04 with left engine excessive oil leaking. During troubleshooting found number 4 cylinder assembly cracked. Number 4 cylinder assembly was changed and aircraft released for flight, on the next day.
- On the 12th of December aircraft N8513F during pre-departure run up was unable to start due to engine would not lite off. Found ignition box inoperative. Replacement of the said unit and also cleaning of the ignition lead terminals solved the problem.

- The following day, 13 December 1974 same aircraft N8513F aborted departure due pilot-in-command reported that at 100 percent, N2 and N1 dropped about 5 percent when both booster pumps were turned off. As per telecom with SAM/RW SGN, the subject aircraft was released for one time ferry to SGN, for further troubleshooting.
- On the 21st of December we received a phone call from CM/EXU requiring NHA maintenance support for aircraft 16147 due right engine number 4 cylinder head separated. Upon arrival at VO4 the recovery team checked oil screen and found metal chips in oil screen which required engine change. The following day NHA recovery team returned to NHA, due SGN maintenance with the replacement engine supported the subject aircraft.
- On the 27th of December aircraft N8512F while in flight experienced hydraulic system failure and made forced landing at highway coordinates CQ1412, north of Ninh Ma. Maintenance tried to support same date with the assistance of VNAF chopper but did not have sufficient time to locate problem due to darkness. The following day recovery team departed NHA at 1215L via road by customer provided vehicle and arrived at site at 1330L. Correction involved replacement of left cyclic irreversible valve due leaking, causing hydraulic reservoir completely empty and also changed hydraulic pump as precautionary measure. At 1600L pilot arrived at site via another chopper and made engine run up check for leaks while hydraulic system was bled. Then aircraft was ferried back to VO7 with no further problem.

EEM

The EEM maintenance workload for the month of December has considerably slack compared to the volume of activity for last month. The occurrence of airborne radio problems appeared somewhat evenly distributed among RON aircraft and some few repairs done on turnaround and transit aircraft. There were only 7 black boxes changed and included 23 write-ups, also several hold items were recorded.

The CEM ground radio support equipment operated fairly well this month with no apparent breakdown on any of the operational units. Retuning of transmitters for allowable peak power output and routine check up of all receivers were done and contributed much in preventing breakdowns.

GM

No special projects were undertaken during the month. All work performed was routine facility maintenance.

Vehicle Maintenance did not present much problems during the whole month. Also all vehicles are serviced as scheduled. All other Company equipment is well maintained and serviceable.

Supply

Stores: In compliance with memo MS/SVND MS74390, a listing for Company blank forms with annotation of actual requirements and deleted items was sent to SGN on 15 December 1974. A stock review on classes 30 and 25B were performed in middle of the month. Excess forms were sent to SGN for their disposition and our locations were re-arranged. Most stationery under class 25B was moved to our steel cabinet, to prevent from loss.

Stock Control: Stock record card of classes 25B and 30 were re-typed and re-arranged according to numerical sequence.

The POL report for the month of November was completed on December 2, 1974 and the corresponding receiving report and store issue, customer store issue were forwarded to CH/DIEB HKG for their information. Reference to memo MS/74413, stamp AAM and AACL property on stock record was completed.

Shipping & Receiving: Per DTS SVND and SCD TNN request, one TPE 331-47A power plant and R1830-92RH power plant were sent to SUP SGN for urgent requirement on December 22 and December 30 respectively.

Inventory: No action was taken for the cycle inventory of stock classes 21, 25, 30, 43 and commissary items as these stock classes are all "FREE STOCK" at this station.

8-3 Can Tho

Maintenance problems continued to be routine in nature this final month of 1974 with flying hours and overnight services handled at almost the same level as the previous months. One maintenance delay of one (1) hour occurred at the station and there were no outstation recoveries. One 204B chopper was sent to VOI prematurely due to a heavy 1:1 vertical vibration.

Problems encountered this month:

UH-1H 70-15856 - 4 December 74 - During overnight service noted drive shaft alinging grease. Item replaced and leak checked normal.

PC6 N192K - Primary and secondary nozzles replaced due to chronic problems of fuel flow and torque fluctuation for almost the whole month.

204B N1307X - At pre-departure time, the starter would not crank the engine. Replaced starter generator due drive shaft sheared. Aircraft released.

204B N1307X - One hour delay due to radio problems and heavy 1:1 vertical vibration. Aircraft ferried to VOI for further trouble shooting. Vibration occurred after one hour flight.

Accumulated flying hours of Can Tho based aircraft:

Aircraft Type:	PC6	204B	UH-1H	VTB	Total
Flying Hours :	119+07	69+45	161+05	7+31	357+28

During the period leadman E. V. Valebia went on CTO for 10 days and G. P. Flores took over the station responsibilities and did a fine job.

ICCS activities remained steady and operations ran smoothly with the cooperation of the SC Air and the people concerned. Flying hours forecasted for next month will be the same as the previous months.

With regards to the crew quarters, the PA & E Project Manager advised us that refurbishing will start as soon as the ICCS approves it. Maintenance of the two air conditioners and replacement of torn plastic covering was completed.

Airborne Radio

Electronics workload for December increased slightly with twenty one black box changes. All other items were minor.

8-4 Pleiku

At the year's end, flying time pegged at 160 hours and departures numbered 143. Generally, this period has been somewhat busier, especially in maintenance work, whereby frequent overtime was expended to meet operational requirements. Prevailing gripes remained in radio and electrical systems on the helicopters. Numerous other problems were less grave and were easily corrected as they came up. A total of five intermediate maintenance services was accomplished altogether on the assigned choppers.

Helicopter UH-1H 20081 became a troublesome aircraft when it developed occasional oil pressure fluctuations in flight. The first write-up occurred on 13 December and was corrected by replacing the oil pressure gage plus the transmitter. Also, the oil relief valve was inspected and found good. Prolonged operational ground run-ups were performed with normal indications. After about six hours of flight, fluctuation showed again. The oil pump was subsequently changed and an FCP was executed with satisfactory results. A third write-up of similar nature was reported after the next day's flight but after bleeding the oil line and installing another relief valve, the problem disappeared.

On the 3rd December 15916 developed left boost pump trouble before flight. The pressure peaked to 4 psi only and gradually dropped to zero. A new pump was installed as corrective action. In addition, the "T" fitting finger screen was pulled out and cleaned, eliminating a previous hold item on a warning light problem.

On December 6, aircraft C-47 15559 landed with pilot's report of the left engine backfiring with heavy oil leak visible. Inspection revealed the number 4 cylinder cracked along the rocker box intake side. Nha Trang sent parts and manpower to assist. The aircraft was released the next day.

Aircraft C-47 161A7 transited on the 20th with pilot's report of right engine excessive backfiring in flight and smoke came out from the out-board front cylinder. Troubleshooting showed the number 4 cylinder head loose from the barrel. Support from VO7 arrived in the afternoon. During the cylinder change it was discovered that the piston was frozen and excessive metal chips inside the barrel was found. The oil screen showed only little metal chips when inspected; however, as precautionary measure, it was necessary to change the engine. Saigon sent an engine accompanied by a recovery team. The engine change was finally completed on the following day with the availability of required tools and equipment exhaustively borrowed from local sources.

ii. B. Bautista, Storekeeper I, went on CTC and annual leave effective December 26. A replacement from Saigon arrived on the same date.

The Acting VP, PM and MFC SVND made a surprise visit to this station on the 16th.

TECHNICAL SERVICES DEPT STRENGTH AS OF 31 DECEMBER 1974

<u>DEPT</u>	<u>CODE-B</u>	<u>CODE-F</u>	<u>CODE-H</u>	<u>CODE-N</u>	<u>CODE-w</u>	<u>TOTAL</u>
DTE OGC	0	1	1	4	0	6
AM/FW	10	26	1	85	1	123
AM/RW	5	18	3	9	1	36
PROD/CTL	4	2	0	10	0	16
A/I	1	6	1	1	0	9
SHOPS/GS	1	0	1	65	1	68
PEM	2	0	0	26	0	28
SHOPS/AS	18	10	3	34	0	65
SUPPLY	5	1	0	54	0	60
TOTAL	46	64	10	288	3	411
AM/DAD	3	5	0	12	0	20
EM/DAD	0	1	0	0	0	1
SHOPS/G DAD	0	0	0	5	0	5
SUP/DAD	0	1	0	2	0	3
AM/NHA	0	9	0	6	0	15
EM/NHA	0	1	0	1	0	2
SHOPS/G NHA	0	0	0	4	0	4
SUP/NHA	1	0	0	3	0	4
AM/VCA	0	5	0	3	3	11
EM/VCA	0	1	0	0	0	1
SUP/VCA	0	1	0	0	0	1
AM/PXU	0	1	0	4	0	5
SUP/PXU	0	1	0	0	0	1
TOTALS	50	90	10	328	6	484

SAIGON (SGN)

SERVICES PERFORMED — COMPANY/CUSTOMER

Total number aircraft arrivals 439

Last month 447

Total number aircraft departures 445

Last month 446

A/C	SVC	TYPE	C-46	C-47	DHC4	VTB	PC-6C	204B	UH-1H				TOTAL
TRANSIT			01	01		04	10	07	40				63
OVERNIGHT			52	45	09	59	11	59	74				309
NO. 1 SERVICE			01	02		02		01					06
NO. 2 SERVICE			01	01	01	01	02	04	07				17
NO. 3 SERVICE			01					01					02
NO. 4 SERVICE								01					01
3 DAYS OVERNIGHT			02		01	14	05		26				48
ANNUAL INSPECTION						01							01

DA NANG (DAD)

SERVICES PERFORMED — COMPANY/CUSTOMER

Total number aircraft arrivals 296 Last month 281
 Total number aircraft departures 296 Last month 281

A/C	SVC	TYPE	C-46	VTB	UH-1H	204B	C-47	C123				TOTAL
		TRANSIT	39	47	51	38	04	09				188
		OVERNIGHT		21	41	46						108
		NO. 1 SERVICE				02						02
		25 HOURS INSPECTION			05	04						09

NHA TRANG (NHA)

SERVICES PERFORMED — COMPANY/CUSTOMER

Total number aircraft arrivals 211 Last month 205
 Total number aircraft departures 212 Last month 204

A/C	SVC	TYPE	VTB	204B	UH-1H	C-47	C-46	DHC4				TOTAL
		TRANSIT	35	10	29	25	20	01				120
		OVERNIGHT	32	56	03							91
		NO. 1 SERVICE		02								02
		50 HOURS LUBRICATION	01									01
		25 HOURS INSPECTION		04								04

CAN THO (VCA)

SERVICES PERFORMED — COMPANY/CUSTOMER

Total number aircraft arrivals 274 Last month 323
 Total number aircraft departures 275 Last month 325

A/C	SVC	TYPE	C-46	C-47	DHC4	VTB	PC-6	204B	UH-1H			TOTAL
		TRANSIT	01	23	04	10	52	08	97			195
		OVERNIGHT				09	33	16	35			93
		NO. 1 SERVICE					01	01	01			03
		25 HOURS INSPECTION						01	02			03

