

MEMORANDUM

MP

TO : VP SVND

DATE : 04 March 1975

FROM : SCR DAD

REF. No. SCR/DAD/75/M/009

SUBJECT : DANANG Station Monthly Report for the month of February 1975

GENERAL

There were no noteworthy operational events taking place during the month. The weather was relatively good and not a major factor in flight delays, diversions, or cancellations.

On the administrative side - the highlight of the month was the pay raise that was enthusiastically received by all. The accounting representative and the chief clerk are to be commended for doing an outstanding job, computing and processing the retroactive pay prior to TET.

The scheduled flights on 10, 12, and 13 February unavoidably contributed to a large amount of overtime and ballooned the accumulated CTO.

The back-up ICCS UH-1H was used concurrently 3 times with the primary aircraft.

Danang station assigned aircraft remains:

C-1029	-----	1	VTB and 3	204B
C-482	-----	2	UH-1H	

CUSTOMER RELATIONS

Mr. Albert Francis, the Consul General went to the United States for medical consultation. It appears that further planning on the Traffic building alterations will be held in abeyance until his return. A preliminary plan has been formulated, but few have been privy to the contents.

Relations with all customers at this location continues to be quite amicable.

FISCAL

Indigenous payroll for the month was: 4,012,041\$VN (including adjust for new pay scale and adjust bonus)

Electric bill for the month of February is: 881,927\$VN

Major breakdown of petty cash expenditures:

Hourly hire payment for Mr. Vinh Hoai	--	23,643\$VN
Miscellaneous parts & supplies	-----	65,750\$VN

Total: 89,393\$VN

APPROVED FOR RELEASE
DATE: 19-Nov-2009

PERSONNEL

The following leave status for DAD Station personnel during the month:

Annual Leave ----- 53 days
 Sick Leave ----- 29 days
 C.T.O. ----- 91 hours
 Family Affair ----- 02 days

The personnel breakdown for this station as of 28 February is as follows:

	<u>US</u>	<u>CHINESE</u>	<u>FILIPINO</u>	<u>VIETNAMESE</u>
Permanent	1	5	9	58
"	0	0	0	10 (ICCS/AS HUB)
Pre-Process	0	0	0	0
Daily-Hire	0	0	0	0
Hourly-Hire	0	0	0	01
TOTAL (84)	1	5	9	69

OPERATIONS

Our OM, Mr. Peter Shu, was on leave most of the month. His position was very capably filled by Mickey Ho. Our thanks to A/MFO for this support.

Flight 105 has been scheduled for departure from VC3 at 1300L. The 1230L ETD was not realistic due to the new protective routing via Vung-Tau.

Permission was received from DCA Saigon for Air America to have the NDB at V-23 operational on request. This will be accomplished during emergencies through the USAID POD, Mr. Paul Daly.

The following is a breakdown of block time generated at Danang:

C-1029 A40A	198+09	down	42+53
A40B	91+26	"	19+26
A40H	0+45	"	8+13
C-1282 ICCS	72+41	"	51+24
Air America	23+06	"	0+10
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	386+07	"	222+56

The two obvious factors influencing the reduction in flight time was the TET slowdown and the short month. Air America flight time continues to be high since the introduction of 204B's to replace the three UH-1H on the C-1029 contract.

- 3 -

COMMUNICATIONS

The FM flight watch frequency was recently changed to 45.90 due to ARVN interference. Results have been negligible. Consideration is being given to coordinate with MR-II for the joint use of 42.20.

High frequency reception on 6.682 KHZ has recently been good during the early morning hours. 6.023 KHZ USB continues to be unreliable until approximately 0900 hours local.

Flight watch reports handled during the month totaled 4,003.

HOSTEL

No major problems in this area. The premise requires quite a bit of "handy-man" type maintenance. Airconditioners can be expected to be a problem during the hot season. We have experienced problems with the old conditioners during this month with light use.

Hostel occupancy rate for the month was 48.2%.

TRAFFIC

Routine activities in this department with the exception 12 February. Mr. George Bilyeu, Admin Officer, CG-1, on this date conducted a spot inspection of outgoing passenger ticket authorizations and hand baggage. One irregularity was revealed on manifesting and the individual's sponsor was to be contacted on the matter. One VNAF Officer sponsored by OSA, had a .38 caliber pistol on his person and was given the option of turning over the pistol to the PIC for safekeeping or forfeit the trip. This spot check was made based on a tip.

Passenger and cargo handling statistics for the month are as follows:

	<u>PAX OUT</u>	<u>PAX IN</u>	<u>CARGO OUT</u>	<u>CARGO IN</u>
C-1029 A40A	696	886	7,174	47,811
A40B	382	286	11,415	21,736
A40H	153	49	2,172	9,026
C-482 ICCS	403	342	300	8,395
Air America	67	47	2,377	2,832
Ferry flight	2	2	-	-
TOTAL	<u>1,703</u>	<u>1,612</u>	<u>23,438</u>	<u>89,800</u>

TECHNICAL SERVICES

Routine scheduled services for the month are as follows:

Arrivals & Departures	239
Turn around services	146
Overnight services	97
No. 1 service	3
No. 2 service	0

TECHNICAL SERVICES (Cont'd)

The non-routine workload was comparatively light.

04 Feb UH-1H 20115 AGP about 12 hours due to leaking short shaft.

22-26

27 Feb 204B O7X Blade Track and FCFs for vibration squawks.

SUPPLY

Routine logistic support requirements for the month.

GM

No special projects for the month. Routine custodial maintenance of the buildings and grounds. Minor plumbing alterations at Hostel No. 26 to correct cold water backing up into the hot water system.

FEM

ICCS Chevrolet Carryall deadlined one week for clutch. FA&E ICCS site supervisor stripped a deadline vehicle to provide us a serviceable part. GMC truck was deadlined a few days to replace two broken leaf rear springs and install new U bolts and bushings.

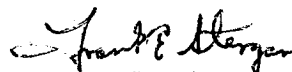
Expenses incurred renovating the Lambro Innocenti 550 were recovered and the monies put into an employee emergency welfare fund.

EEM

A brief spell of rainy weather was the cause of several power supply and radio failures due to numerous leaks in the 204B's.

Twenty-two items were repaired locally and four items replaced. Several hold items are still pending. Many of the locally corrected squawks were due to broken ELT battery contacts.

Ground communication equipment functioned very well and only required retuning and peaking of transmitter outputs to allowable levels.


Frank E. Stergar

cc: file