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ROUTING AND RECORD SHEET

SUBJECT: (Optional)

Monthly Report, DD/S October/November 1965

FROM:

DD/S

EXTENSION

NO.

DATE

3 December 1965

TO: (Officer designation, room number, and building)

DATE

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

RECEIVED

FORWARDED

1.

Assistant Deputy Director
for Support

Bllm W

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APPROVED FOR
RELEASE DATE:
12-Aug-2009

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30 November 1965

MEMORANDUM FOR THE RECORD

SUBJECT: Monthly Report, DD/S [] October/November 1965

1. OPERATIONS:

a. There was a noticeable increase in the number of incidents involving ground fire directed at Air America aircraft and reported by the Air America FIC's at Saigon and Udorn during September. On 5 November, an analysis was prepared on the thirty-nine FIC reports received at Headquarters during the period 30 June 1965 to 5 November 1965. The analysis reflected that twenty-five of the reports originated with the Udorn FIC and concerned flying in Laos while fourteen reports originated with the Saigon FIC and concerned flying in South Vietnam. Twenty-one of the reports reflected actual gun fire damage to aircraft, and three of the reports reflected injuries to personnel. The analysis concluded that thirty-nine gunfire reports, including twenty-one "minor" damage reports, is a minimal number compared to the flying hour figures, and certainly reflects most favorably on the efforts of Air America's Operations personnel. Since 5 November, only two gunfire reports have been received at Headquarters, one each from the Saigon and Udorn FIC's; these two reports indicated minor damage to the aircraft in each instance and no injury to personnel.

b. During the reporting period considerable ground work has been completed towards improving the quality of [] accident investigation procedures and towards expediting the reporting of accident investigations. On 26 October 1965, [] informed the Senior Air Officer, [] that Air America had recently hired two well qualified individuals, Messrs. Daniel B. Champlain and Edward Drevits, to head up and beef up the Company's accident investigation team. Mr. Champlain, M.S. in Aeronautical Engineering, retired from the USAF in 1957 as a Lt. Colonel after twenty-one years service. Mr. Drevits, employed since June 1963 as an Air Safety Investigator for the USAF, retired from the USMC in 1963 as a Lt. Colonel after twenty years service. In a dispatch to the SAC, [] stated that these two men will report

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directly to the President of the Company, and they will draw manpower and assistance from Technical Services and Flight Operations. In future, an immediate preliminary report on each accident will be prepared [redacted]

[redacted] and this preliminary report will be followed by a sufficiently detailed investigation and report to develop causes and useful corrective information. Responding to the dispatch from Mr. [redacted] Colonel [redacted] expressed enthusiasm for the suggested improvements, and he offered several recommendations. Colonel [redacted] was most anxious to have additional dissemination of the preliminary and final reports to the [redacted] and [redacted] of the assigned aircraft. At this writing a final message to the Field promulgating new accident investigation procedures is being coordinated at Headquarters.

c. During early October, following further analysis by [redacted] and [redacted] commenced using block-to-block flying time as a basis for customer payment of flying hour rate.

d. Aircraft Accidents/Incidents:

(1) On 30 September, Helio aircraft #PCA, piloted by Mr. J. Blalock struck a rock on landing at Long Tieng, Laos, causing minor damage to the right main gear. There were no passengers aboard and no injuries to the pilot. The aircraft was expected to be in commission on 2 October 1965.

(2) On 3 October, C-123, #5003X crashed at Long Tieng, Laos while attempting to make a go-around before landing. The pilot reportedly was attempting to make a go-around because of obstacles appearing on or near the runway. The aircraft was a total loss, and the crew suffered serious injuries. The Co-Pilot, Mr. Frank Muscal died shortly after the accident as a result of his injuries.

(3) Headquarters was advised on 8 October that the first Bell 204B, #6511F, when unloaded at Saigon was found to have received considerable damage to the airframe in the area of the skid attachment, and a subsequent investigation concluded that the damage was due to rough handling during shipment. This aircraft was eventually shipped to Tainan for repair and is expected to be in commission by mid-December.

(4) On 12 October, UH-34 aircraft, #H32 crashed in Laos. The crash was fatal to two Air America crew members and two [redacted] passengers.

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(5) On 11 October, Cessna 185 crashed on takeoff at Vientiane due to loss of controls. The aircraft received major damage. There was no injury to the pilot or passengers.

(6) On 12 November, Bell 204B #8514F reportedly had a power failure at 1100 feet during descent and landed in a jungle clearing in South Vietnam. Damage reportedly was limited to the intake screen, baffles and brackets.

(7) On 18 November, C-123 aircraft #554538 crashed on take-off at Sayaboury, Laos. The aircraft was carrying 63 passengers and five crew members. There were no fatalities and approximately ten seriously injured people. The aircraft investigation is currently underway, and a decision as to whether the aircraft can be rebuilt has not been made.

(8) On 20 November, C-123 aircraft #06X, piloted by Mr. Hunt, Air America, suffered damage during a taxi turn at the end of the runway at Ta Yang, Laos. The right gear of the aircraft slid into mud at the edge of the airstrip which had become soft due to the long monsoon rains. The aircraft settled on the right side of the fuselage, and there was damage to the right propeller tips and right wing tip.

(9) On 21 November, Porter aircraft, #444 made a hard landing at Phou Vieng, Laos causing damage to the right wing tip, aileron and propeller. The aircraft was piloted by Mr. Stricha, Air America, and he was carrying two indigenous passengers, one of whom suffered minor injuries.

(10) On 24 November, the Bell 47G-3 went into an uncontrollable spin during a training flight with a [] pilot at the controls, and crashed at Udorn. The aircraft suffered major damage to all components.

(11) On 24 November, a Beech Ten-Two aircraft landed with a gear up in Vientiane and suffered minor damage.

e. As a result of the 12 October accident involving the UH-34, #H-32, Headquarters requested [] to examine present helicopter operating practices and to forward a review of same to Headquarters.

[] replied to this request by cable on 17 November []

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f. In response to a request by Saigon Station, Mr. Richard Fisher, Air America construction engineer, departed for Saigon during the month of November for a minimum ninety-day assignment. Saigon Station was primarily interested in utilizing Fisher in their STOL strip project. [redacted] suggested that although he will be working primarily on that project, Taipei would also like him to spearhead the critically needed space project at Tan Son Nhut. During his tour in South Vietnam, Mr. Fisher will also be expected to oversee sizeable construction programs currently underway at Udorn and Vientiane. [redacted] advised that another civil engineer, experienced in SEA, has recently been employed and assigned to Vientiane thus reducing the requirement for Fisher's attention.

2. FLEET PLANNING:

a. As of 27 October 1965, the date of receipt of the last aircraft inventory report from Taipei, the aircraft inventory for AAM, AACL, CATOL and SAT was 161 aircraft including 29 on order.

b. During the reporting period two C-54 aircraft were transferred from the [redacted] into the [redacted] inventory. The aircraft were ferried [redacted] to Tainan.

c. Arrangements proceeded on schedule for procurement and delivery of a new Caribou aircraft which is now expected to be delivered to Saigon in mid-December.

d. During the month of November [redacted] made several requests to Air America to procure ten new 204B helicopters for use by that Agency. On 9 November, [redacted] advised the [redacted] ExCom that Bell had sold most of the delivery positions and was able to offer only three aircraft. The three aircraft are MSN 2042 for April delivery and MSN 2044 and 2045 for May delivery. Mr. [redacted] solicited the guidance of the [redacted] ExCom on 10 November in formulating a response [redacted]

[redacted] At the same time the ExCom approved Air America taking a three-week option without down payment on the remaining three machines at Fort Worth. Air America at this writing has a right of first refusal on the three birds.

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e. On 29 October, Vientiane Station suggested replacing the H-34 fleet at Udorn with UH-1's or other turbine powered equipment. On the basis of that suggestion, [] did some research and learned that the 204B will not be available and also that the []

[] Consequently, the [] ExCom suggested that Air America advise its Vientiane and Udorn bases that turbine powered helicopters are probably not available, [] and that the H-34 in current production is probably the best helicopter available to Udorn for meeting needs in Laos.

f. On 24 November, Colonel [], Chief, [], advised the [] ExCom that there are still discussions going on within the Agency concerning the possibility of putting turbine powered equipment into Udorn.

3. PERSONNEL:

a. The Company was threatened with a work stoppage when on 5 October the Flight Engineers and Navigators at Tachikawa advised the Company in writing that they would submit their resignations in thirty days if the Company did not take measures, in writing, to improve their financial situation. Of particular concern at Headquarters was the effect such a work stoppage might have on the MATS contract. Throughout the month of October, several meetings were held between the employees and Company management. The stoppage was prevented after the two parties reached a successful negotiation at Tokyo on 4-5 November. Mr. [] personally attended the 4-5 November meetings at Tokyo. Reporting on the Tokyo discussions [] advised that several matters were resolved between the two parties including: increases in base pay, overbase hour rates, deadhead rates and night rates. Furthermore management agreed to a re-evaluation of reimbursements for per diem, travel, schooling, hospitalization and time in grades. The matters which were left unresolved were life insurance coverage and interment benefits for clandestine flying. The latter two matters, it was agreed, require extra time and consideration by both employees and management. Both parties agreed to reconsider the unresolved items and to work out a solution before 31 December 1965.

Mr. [] advised that the proposed pay increases would represent a 15% increase for flight personnel across the board and an approximate 60% increase for the flight engineers and navigators. The approximate cost to the Company for the overall pay raise for flight personnel was reportedly \$800,000 per year.

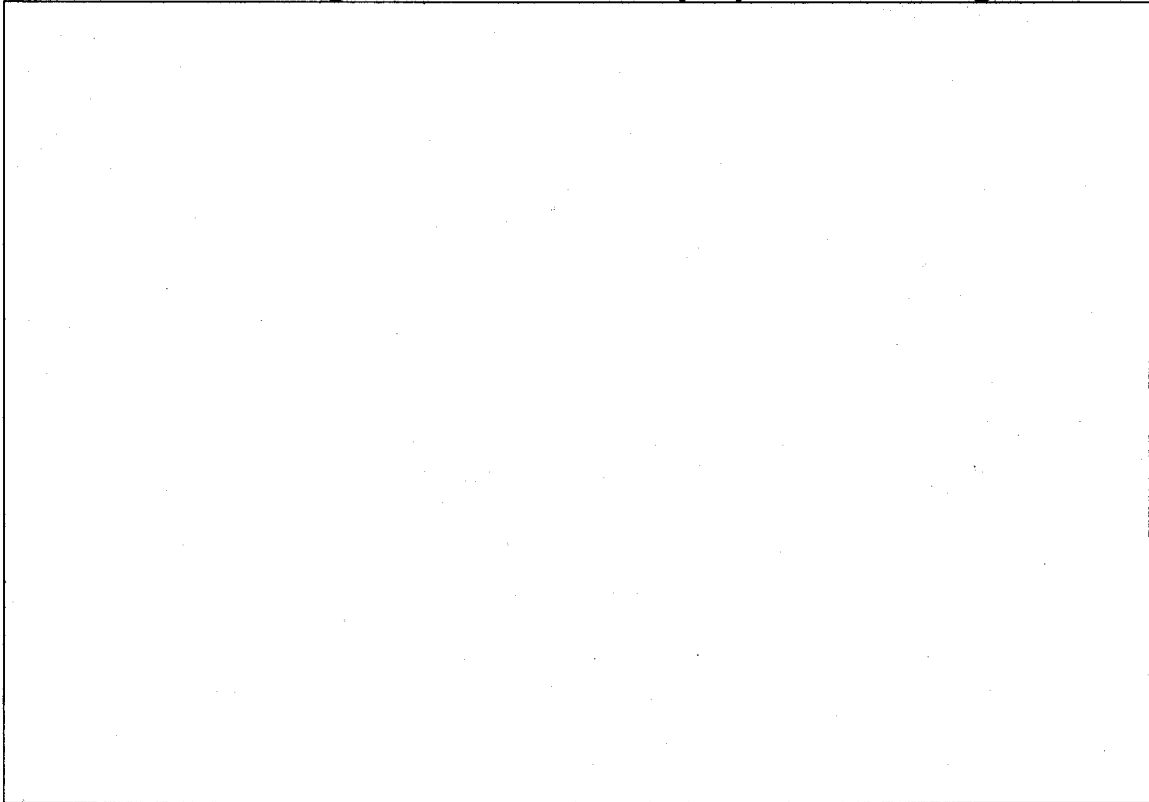
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Following his recent trip to [] facilities throughout SEA, Mr. [] has repeatedly insisted that the Company take efforts to assure that Company pay scales should be better than or at least equal to other companies in the industry. Furthermore, he has directed that this policy be promulgated to [] management at Taipei.

Mr. [] also advised the [] ExCom on 10 November that Mr. [] had solicited a proposal from [] to conduct a survey of the [] field operations with the primary objective of reviewing Company pay scales and personnel policies. A proposal from [] was subsequently accepted by [] and on 27 November Mr. Mark H. Smith departed for Taipei to commence the survey which is expected to take about eight to ten weeks before completion.

b. The Flight Information Center (FIC) at Vientiane again

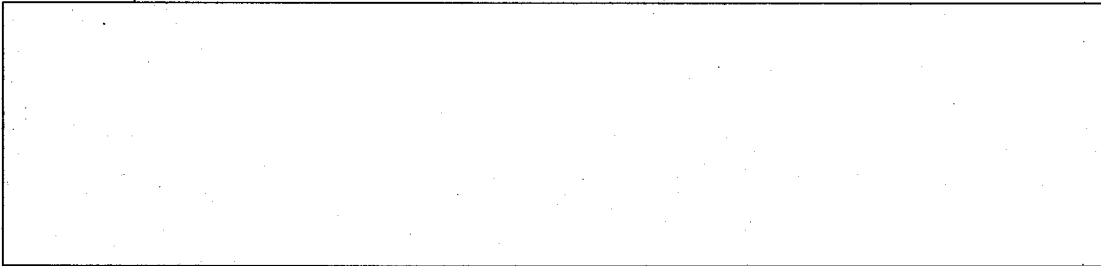


c. []

[] and the undersigned visited [] facilities throughout SEA during the period 6-17 October. A separate Memorandum for the Record, dated 28 October, summarized the observations and conversations of the trip.

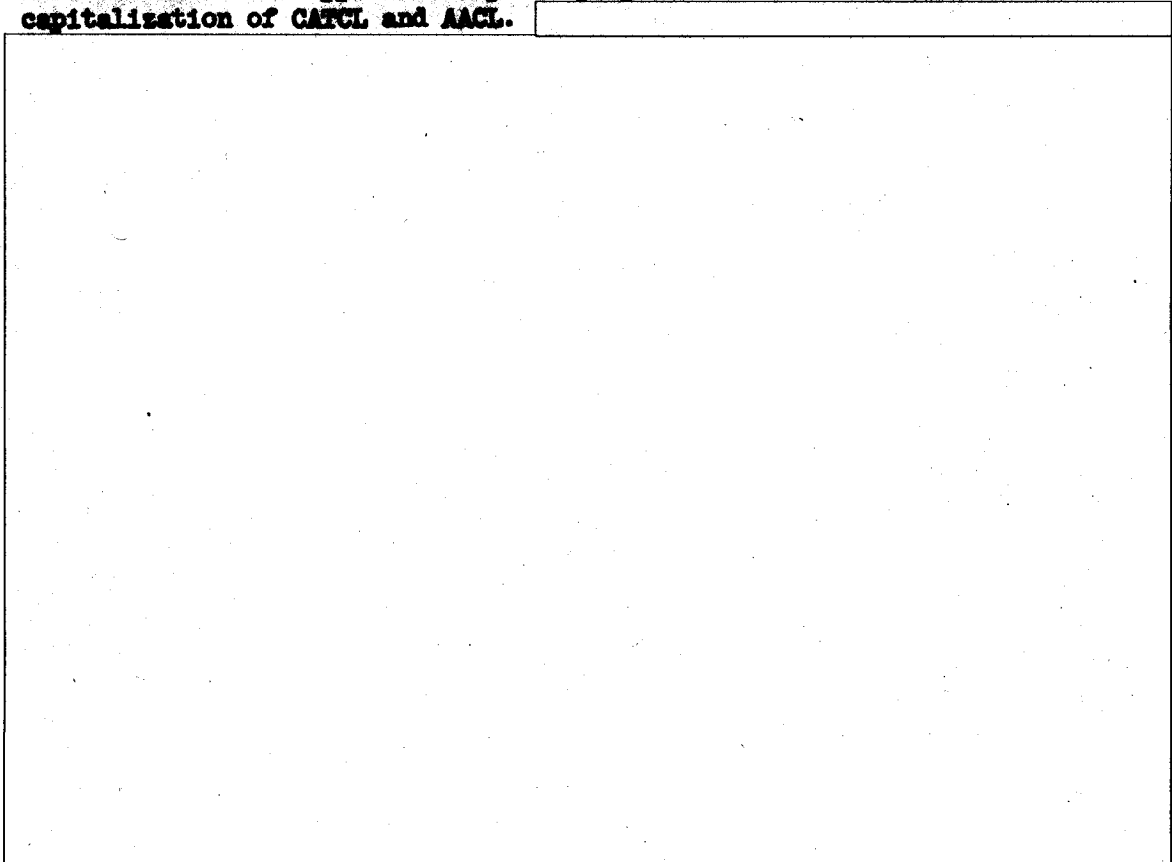
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4. MISCELLANEOUS:

a. On 6 October 1965, Mr. advised Mr. Grundy at Taipei that the ExCom had approved Taipei's proposal for handling the increased capitalization of CATCL and AACL.



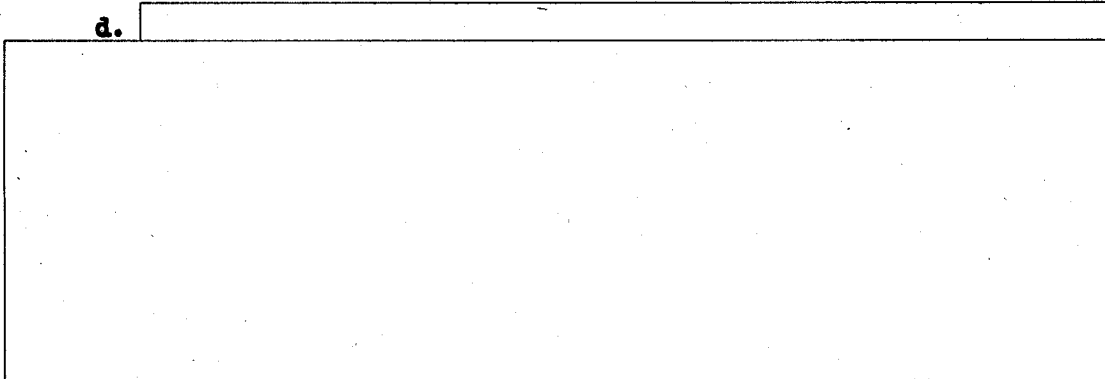
b. On 17 November, a dispatch from was received at Headquarters containing an inventory of aircraft requested on 2 August 1965 for Mr.

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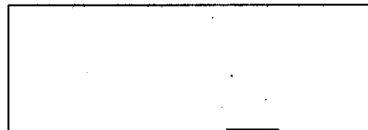
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c. On 18 October, the DD/S and Mr. [] briefed the DCI on the [] Complex. This briefing was conducted in preparation for the DCI's attendance at the Board of Directors Meeting (AAM and AACL) which was held at Headquarters Building on 19 October 1965.

d. []



e. Consideration is still being given to the assignment of a [] Security Officer to the Air America operation at Udorn. There is definitely a need for a [] being assigned to that location, however, [] has been experiencing a problem in getting additional slots. On 30 November, the Director of Security, [] suggested that [] be transferred to Udorn where he would spend a six month's overlap with the incumbent contract Security Officer and then assume charge of security responsibilities. However, [] will need to be replaced at Taipei, and Mr. [] has suggested that a mature contract type A employee be recruited and sent to the Security office at Taipei. Mr. [] suggestion is reasonable and most probably will be acceptable to []



DD/S []

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