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ROUTING AND RECORD SHEET

SUBJECT: (Optional)

Monthly Report, DD/S [] - January 1966

FROM: DD/S []
[]

EXTENSION

NO.

DD/S 66 - []

DATE

3 February 1966

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.)

1. Assistant Deputy Director for Support

RECEIVED

FORWARDED

7 Feb. W

2. DD/S

10 Feb. B

Info only.

3. [] file

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APPROVED FOR RELEASE DATE: 24-Aug-2009

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1 February 1966

MEMORANDUM FOR THE RECORD

SUBJECT: Monthly Report, ID/S-EB - January 1966

1. OPERATIONS:

a. On 12 January, a Helio Courier aircraft, #877 was hit four times by small arms fire in Northern Laos. No injuries were sustained by the Pilot, Mr. Staricha, and the aircraft landed safely at home base, Udorn.

b. On 14 January 1966, at approximately 0800 hours local, an Air America C-47 aircraft, B-929, enroute from Saigon to V. Beach in the Mekong Delta and transporting a load of ammunition under [redacted] was shot down by the Viet Cong twenty miles southwest of Can Tho. The crew consisted of three Air America employees. The Pilot, Captain William R. Pruner (U.S. citizen) and the Co-Pilot, Y. H. Chang (Chinese) were killed by the Viet Cong after crash landing; the Air Freight Specialist, Nguyen Van Thai (Vietnamese) was taken captive by the attacking Viet Cong forces.

The Pilot reported on radio to an Air America Beach aircraft that the left engine had been hit and that he had been wounded in the right arm and left leg; he turned the aircraft controls over to the Co-Pilot, and after crash landing the Pilot reported the crew to be safe.

During rescue attempts, an Air America 204B was precluded from landing to pick up the downed C-47 crew when the 204B crew saw Viet Cong exiting the C-47 and throwing grenades at the chopper. The 204B co-Pilot, Captain Daniel F. Janik was hit in the arm and hand during this landing attempt.

A ground rescue party, under heavy Viet Cong fire reached the scene and held the area long enough for two Air America 204B's to recover the bodies of the two deceased pilots. The aircraft was then destroyed by the ground party.

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c. On 27 January, Porter #748N was in a landing accident in Thailand (Site 613). One Pilot sustained an injured finger; there were no other injuries to the crew and three passengers. Details of the accident have not as yet been received at Headquarters.

d. On 6 January, Helio, PBZ cartwheeled on landing at Mok Lok, Laos, (Site 131) causing considerable damage to the aircraft. No injuries were sustained by the two man crew.

e. On 13 January, Dornier, N2001F suffered damage when it ran off the side of the runway at Site 58, Vietnam during an attempted takeoff. No injuries were sustained.

f. The crash of C-47, B929 and subsequent treatment of the crew by the Viet Cong, gave rise to the issue of establishing a policy arming Air America aircrafts operating in Vietnam. Headquarters and Field personnel including [redacted] recommended arming the crews. Headquarters approval to arm the crews was cabled to the Field on 28 January [redacted].

2. FLEET PLANNING:

a. [redacted]

b. The two 204B helicopters destined for Chiang Mai were crated and shipped from Ft. Worth to San Francisco during the month. They were scheduled to depart aboard ship from the Port area on 30 January.

c. Air America continued during the month to assist [redacted] in the latter's plan to procure five 204B helicopters from Japan. Air America has agreed to operate and maintain these machines when the machines are configured in the same fashion as the current Air America fleet at Saigon. [redacted]

d. At the 26 January meeting of the [redacted] Executive Committee, the Committee approved procurement by Air America of one each additional C-47 and C-46 aircraft to support [redacted]. The Assistant Deputy Director for Support forwarded a memorandum to the Chairman, ExComAir on 29 January requesting ExComAir consideration of this procurement.

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3. PERSONNEL:

a. [REDACTED]

b. On 14 January, Mr. Merrill Hulse, Air America Base Manager at Saigon visited Headquarters with Mr. [REDACTED]. Mr. Hulse was on home leave and has since returned to Saigon.

c. Headquarters was advised on 13 January that Mr. Jao, Secretary of CATCL, at the invitation of the Chinese Civil Aeronautics Administration, will accompany the Chinese delegation as an observer and adviser to Montreal on 1 February for an ICAO meeting on limits of liability.

4. MISCELLANEOUS:

a. During the entire month considerable discussion and effort was expended in planning for Admiral Stump's visit to Taiwan, during which he will inform the [REDACTED] of the desire to phase out the CATCL operation. A separate file has been built on this topic. Admiral Stump arrived in Taiwan on 29 January

b. The following cable from [REDACTED] Senior Air Officer to Mr. Grundy was received at Headquarters on 31 January: "Just completed trip through all Southeast Asia Stations. Air America definitely number one and doing fine job. Customer happy with no complaints. Congratulations."

c. An analysis of invoicing procedures between Air America and its customers was conducted during the month. The conclusion reached was that payment of invoices can be significantly expedited only by some form of payment before certification. A meeting, to reach agreement on method of payment, will be held on 4 February with Office of Finance, DD/S [REDACTED], [REDACTED] and FE representation.

d. [REDACTED]

[REDACTED]
DD/S [REDACTED]

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