

19 SEP 1967

A P P R O V E D
September 12, 1967

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MINUTES OF MEETINGS

OF

EXECUTIVE COMMITTEES

OF

AIR ASIA COMPANY LIMITED AND AIR AMERICA, INC.

22 August, 1967

Meetings of the Executive Committees of Air Asia Company Limited and Air America, Inc. were held on August 22, 1967 and the following matters were considered:

1 - Approval of Minutes:

(a) Meetings of the Air Asia Company Limited and Air America, Inc. Executive Committees of August 8, 1967: The minutes of the meetings of the Air Asia Company Limited and Air America, Inc. Executive Committees of August 8, 1967 were approved.

(b) Meeting of Air America, Inc. Board of Directors of August 15, 1967: The draft minutes of the meeting of Air America, Inc. Board of Directors of August 15, 1967 were approved for submission to the Board.

(c) Meeting of Air Asia Company Limited Board of Directors of August 15, 1967: The draft minutes of the meeting of Air Asia Company Limited Board of Directors of August 15, 1967 were approved for submission to the Board.

APPROVED FOR
RELEASE DATE:
13-Oct-2009

2 - Contracting With CIC, Laos: The Executive Committee reviewed and discussed the contract for performance by Air America of maintenance on CIC's helicopters and the status of payments for such maintenance work.

3 - Operation for Contract AID-439-713 at Udorn: As reported at the July 11, 1967 Executive Committee meeting Contract AF62(531)-1841 has evidenced concern with the extent Udorn facilities are used by other contract operations. It is now proposed by Contract AID-439-713 that the five new Bell 205 helicopters and three additional Porter aircraft being acquired by the Company be assigned to Udorn for operations out of that location. It was suggested that acceptable arrangements for such expanded operations should be made with Contract AF62(531)-1841 and that the possible relocation of select operations from Udorn to Vientiane or some other base should be explored.

4 - SEA Contract Flying: The Executive Committee reviewed and discussed Southeast Asia contract flying and the aerial survey program.

5 - Major Damage to Aircraft: Since the last Executive Committee meeting on August 8, 1967, the following reports of major aircraft damage were received:

<u>Date</u>	<u>Aircraft</u>	<u>Cause</u>	<u>Damage</u>	<u>Injured</u>	<u>Aircraft again available to customer</u>
Aug 5	Porter N748N	Nosed up during attempted take off	Engine and propeller	None	Aug 6

<u>Date</u>	<u>Aircraft</u>	<u>Cause</u>	<u>Damage</u>	<u>Injured</u>	<u>Aircraft again available to customer</u>
Aug 8	UH-34 Heli- copter H67	Aircraft crashed into cliff and burned	Destroyed	Pilot and flight mechanic killed	_____
Aug 12	C-123 576293	Gear up touch and go landing	Extensive damage to bottom of fuselage	None	Est. Sept. 6
Aug 17	Volpar N9542Z	Faulty landing	Both prop- ellers and engines	None	Est. Sept. 6
Aug 21	C-45 N9475Z	Reported failure of both engines on takeoff	Destroyed	Pilot suffer- ed shock and head cuts; four passengers killed; one passenger broken back; two passengers minor injuries	_____

6 - Amphibious Flight Equipment for Mekong Delta Region: The Executive Committee approved the sale of the Company's two PBY amphibious aircraft. The Company has surveyed its customers on a number of occasions and each time has received an indication that amphibious aircraft service is not required.

7 - Downed Aircraft Locator Beacon: Each of the Company's survival kits contain an ASR-100 transceiver, which in the event of a forced landing or accident can be utilized by the pilot or other person to give the location of the aircraft. However, such equipment requires

an able survivor for its operation. The Company has canvassed the market for an aircraft locator beacon which would survive an aircraft accident and would be automatically activated upon the occurrence thereof. Although such equipment is being developed, no acceptable device is presently available for small aircraft. Garrett is developing such a locator beacon for installation in the vertical stablizer of small aircraft which would appear to meet the Company's needs. However, the Garrett equipment still requires some additional development before it is marketed. Leigh has developed a larger and more complex aircraft locator which is installed on the outside of the aircraft and is hurled clear of the aircraft in the event of an accident. The Leigh equipment might be appropriate for some of the Company's larger aircraft.

8 - Requests for Capital Appropriations: The Executive Committee considered and approved the following capital appropriation requests:

- | | | |
|-----|--|----------|
| (a) | DPLNG-AR-324, Repair Accident Damage
to Porter Aircraft N285L | \$15,360 |
| (b) | SD-AR-1425, Procurement of Rotable
Aircraft Parts | \$86,000 |

9 - Banking Facilities: The Executive Committee approved the following banking actions:

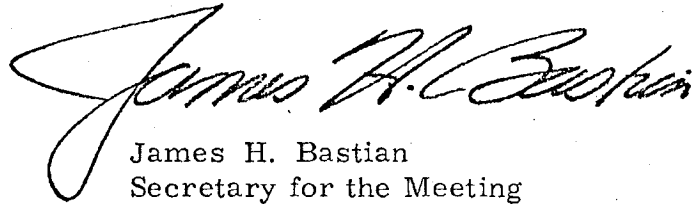
- (a) Change of Signatories:
- AAM Saigon Working Fund Account No. 080
at the Bank of America
- (b) Change of Bank Branch and Signatories:
- AAM Naha Depository Account No. 1111
at the Bank of America

(c) New Account:

CATCL Vientiane Working Fund \$5000
at The Bank of Tokyo, Ltd.

There being no further business to come before the meeting,
on motion duly made and seconded, it was adjourned.

Respectfully submitted,



James H. Bastian
Secretary for the Meeting