

# MEMORANDUM

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TO : President  
FROM : VPT&S  
SUBJECT : Saigon Visit

DATE: 16 January 1968

REF. No. VPT&S-008/68

The results of my Saigon trip are summarized as follows:

1. Although certain delays occur in moving both PX supplies and APO mail within Vietnam, there is no evident need or intent to contract for supplemental airlift. It is possible, however, that limited use of contract airlift may be employed, if available, on a call basis. There is interest in a letter from Air America detailing what services are (or can be made) available on this basis. It is recommended a proposal in the form of a draft contract be submitted to:

Victor P. Blair  
Chief  
PACEX, Procurement Office-Vietnam  
APO San Francisco 96243

It is also recommended that we make our offer as broad as possible to cover the different aircraft available so that if a call is made we stand a better chance of satisfying the requirement, if not with the specific aircraft requested, with a type that is available.

2. "Medical Air EVAC" has also been indicated as a field where Air America airlift might be used if available on a call basis. The 7th Air Force is responsible to provide such airlift. The best planning and prior preparations make it extremely difficult to meet the constantly changing requirements and it is believed that some use of Air America airlift will be made if such airlift can be accomplished under a call contract and we can demonstrate our ability to meet this category requirement. Programs now underway to develop more civilian hospitals in South Vietnam for which the 7th Air Force is committed to provide medical air evacuation support may provide the openings needed to participate. A call contract has been suggested and it is recommended a proposal be submitted to:

Brigadier General Henry A. Rasmussen  
Assistant Chief of Staff J4  
U. S. Military Assistance Command-Vietnam  
APO San Francisco, 96307

with a copy to:

Commanding General  
7th Air Force  
APO San Francisco 96307

3. AVN - Although internal problems and reorganization make it difficult to accurately determine whether or not AVN is sufficiently interested to enter into a contract with CAT for additional airlift, they expressed interest in the proposal we submitted to them to provide, operate and maintain 2 DC-4's. They also expressed interest in DC6 type aircraft on a similar basis. The proposal was submitted to Mr. Nguyen Tan Trung, AVN General Manager, who advised he would discuss it with those concerned and ask AVN official, Mr. Diep, a member of the South Vietnam Economic Mission scheduled to be in Taipei this week, to discuss the subject with us during his stay.

It is believed that AVN interest in DC6 type aircraft is more likely to be for a DC6A/B than a DC6B since a DC6A/B will provide greater flexibility to meet their requirements. Furthermore, there is considerable pressure from the Vietnamese Government for AVN to upgrade passenger services to either jet or jet prop service. The first AVN Boeing 727 is already operating Saigon-Danang-Hue shuttles and Mr. Trung advised there is strong pressure from the VNAF prompting the purchase of one or two Electras to upgrade service to/from airfields which the Boeing 727 cannot use. Dalat was specifically mentioned due to the many VIP's using the service now accomplished with DC-3/DC-4's. (NWA and KLM have each offered Electras for \$1,300,000 each.)

It is recommended B-1006 be re-registered and assigned to Booklift and we negotiate with AVN to provide them one DC6A/B if their interest continues.

Var M. Green

cc: VFFCA  
File - C/S

VMG/eo