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AIR AMERICA/LMAT  
CONTINGENCY PLAN  
(CODE NAME/HOMERUN)

SUBJECT: Contingency plan for Evacuation of Air America/LMAT personnel, Phnom Penh, Cambodia

Under the provisions of this contingency plan for evacuation of Air America/LMAT personnel stationed in Phnom Penh, Cambodia, Vice President South Vietnam Division is assigned operational responsibility for evacuation aircraft based in South Vietnam

SCR Phnom Penh is assigned responsibility for advising VP/SVND, via Company or Customer communications, the type and number of aircraft sufficient to accomplish the evacuation of all Air America/LMAT personnel and their dependents.

There are approximately 25-30 persons to be evacuated. This number should be interpreted as a guideline only as it is subject to fluctuation due to TCS, leave dependent travel, etc..... Consult attachment for current names, addresses, and pick-up point assignments.

PLAN ONE: The preferred evacuation procedure is that the SCR will move all personnel to Pochentong Airport and one C-46 aircraft will evacuate the entire contingent in one trip to Saigon

HELICOPTER EVACUATION: If the road between Phnom Penh and Pochentong Airport is interdicted or the airport itself is closed due to hostile activity, then the evacuation will take place from Phnom Penh city, utilizing rotorwing aircraft. Four helicopters will be required to complete the evacuation (three UH1H and one 204B model N8514F). Provision will be made to provide a SAR helicopter if circumstances warrant it for emergency lift and commo relay. If the required number of aircraft are not available at Saigon, then OM Saigon will request UH1H support from Can Tho. Helicopters launched from Can Tho will proceed to Tay Ninh west (V-256) for refueling and rendezvous with the Saigon helicopters for briefing before proceeding to Phnom Penh. The evacuation force will then proceed to Phnom Penh, effect the pick-up of the evacuees, proceed to Chau Doc (V-193) and on to That Son (V-173) for refueling, then return to Saigon.

PLAN TWO: If possible, all personnel will assemble at a single pick-up point for evacuation. This will facilitate supervision of the evacuation, communication with the evacuation aircraft, and will provide the highest degree of mutual security for the evacuees. In this situation of a single evacuation point, one helicopter at a time will land at the HLZ and pick-up approximately one fourth of the evacuees then take off, wait for the remaining personnel to be picked-up and all aircraft proceed together to Chau Doc (V-193) and on to That Son (V-173) for refueling, then on to Saigon.

SCR PNH is responsible for selecting the proper pick-up point based on the tactical situation at the time of the evacuation.

PLAN THREE: Should the tactical situation preclude assembly of the entire evacuation contingent at a single pick-up point; every attempt will be made to assemble them into two groups, one located at ALFA pick-up point and one located at BRAVO pick-up point (with CHARLIE pick-up point as an alternate): Since this is the most probable contingency for a helicopter evacuation, each Air America/LMAT person in Phnom Penh has been assigned a primary and an alternate pick-up point (see attachments): In this situation two helicopters each will be assigned to ALPHA and BRAVO (CHARLIE alternate) pick-up points: On arriving at the pick-up points; one helicopter will land immediately and begin boarding passengers (approximately one half of the personnel at the pick-up point). After the first helicopter has departed the pick-up point, the second helicopter will land for boarding the remaining passengers: All four helicopters will remain in contact with each other and proceed to Chau Doc for refueling and continuation to Saigon.

If any aircraft is disabled and capability is insufficient to uplift all passengers and crew, those remaining do all possible to proceed to the national stadium. If an aircraft is disabled, but able to get airborne or maintain flight for a limited distance; do all possible to divert to (as briefed) to facilitate rescue.

COMMUNICATIONS:

SCR PNH has VHF commo at his residence which is adjacent to BRAVO pick-up point. SCR PNH will remain in contact with the aircraft enroute to Phnom Penh. The evacuation VHF freq. is 129.1. SCR PNH also has SSB commo (11271) at his residence with which he will remain in contact with the second group of evacuees in the event of a PLAN THREE evacuation.

EVACUATION POINT SUPERVISORS

Evacuation point supervisors have been assigned for pick-up point ALPHA and pick-up point BRAVO (alternate CHARLIE). (See attachments). The evacuation point supervisors will ensure that all personnel assigned to their respective assembly area are notified of the pending evacuation and are present for the airlift. Additionally, when all personnel are accounted for at the assembly area, the evacuation point supervisors will expeditiously move their personnel to the pick-up point at the appropriate time. The supervisors will assist boarding the personnel on the helicopters, and accounting for all personnel to be evacuated.

HLZ MARKING: Smoke generator (preferably red), however SCR PNH advises acft. to land regardless of smoke color.

FIC SGN is responsible for providing current charts of Phnom Penh city with the pick-up points and other pertinent information indicated on the charts. FIC SGN will also provide the pre-evacuation briefing for all crews departing from Saigon. Changes or recommendations for this evacuation plan HOMERUN should be forwarded to FIC SGN for incorporation into this plan. SCR PNH or his representative is responsible for providing current information to FIC SGN relevant to Attachment (I) "LMAT PERSONNEL RESIDENCE AND LOCATION".

EVACUATION AIRCRAFT OPERATING PROCEDURES:

OP/SGN has directed that the evacuation aircraft will use a 96% power setting for a 1000MPH indicated airspeed. Fuel consumption is computed to be 1.3 gallons per minute for a total UHLH range of 265 Nautical miles. UHLH endurance time should be 159 minutes at the above power setting. It is anticipated that the evacuation will take 82 minutes flight time from Tay Ninh west to Phnom Penh to Chau Doc, leaving the UHLH model 77 minutes play time.

REMARKS: Evacuation plan HOMBRUN will be initiated by SCR PNH or his representative by contacting Flight Operations Division, SGN via the most expedient method. Should the evacuation plan be initiated at night, first light evacuation will be performed.

During the actual evacuation, aircrews should attempt to minimize radio transmissions in order to keep the evacuation frequency clear for emergency communications.

SCR/PNH / FIC SGN

APRIL 1974

Attachment: (1): LMAT personnel residence and location  
(2): Personnel statistics

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