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ROUTING AND RECORD SHEET

SUBJECT: (Optional)

Monthly Report, DD/S- August/September 1965

FROM:

DD/S-

EXTENSION

NO.

DATE

28 September 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

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A-DD/S

29 Sept.

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DD/S

1 Oct.

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A-DD/S

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Bob -
If you can have
a chance this is
informational.
W

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docs

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28 September 1965

MEMORANDUM FOR THE RECORD

SUBJECT: Monthly Report, DD/S-HB, August/September 1965

1. OPERATIONS:

a. A noticeable increase of incidents involving ground fire directed at Air America aircraft and actual hits scored was reflected, during the reporting period, in reports from the Air America Flight Information Centers at Udorn and Saigon. Saigon Station expressed concern for the safety of aircraft and personnel and suggested on 4 August [] that "the most feasible way to increase safety of personnel and aircraft is to utilize two pilots on Beech type aircraft instead of one pilot." Air America indicated its ability to provide additional pilots and approximated a \$21.40 increase (exclusive of hazard pay) in the Beechcraft flying hour rate. On 30 August, Headquarters approved the use of two pilots as suggested by Saigon Station.

b. A complaint was registered by Vientiane Station during August concerning a lack of cooperation from Air America in the preparation of Accident Reports [] Headquarters [] instructed [] on proper procedures; [] then promulgated specific procedures to all Air America Base Managers in Southeast Asia.

c. Considerable discussion took place both at Headquarters and in the field concerning the feasibility of using Block to Block flying time as a basis for customer payment of flying hour rate as opposed to the airborne time plus five minutes system currently in use. Saigon Station and [] are reluctant to change without receipt of more detailed analysis of comparative costs. [] claims that Saigon Station originally agreed to block to block time and later reneged. [] provided Saigon Station with a comparative analysis between block to block time and airborne plus five for two months which "gave evidence that there is very little difference."

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The statistics were as follows:

"June 1965 (wet season) - Revenue time only - block to block time was 26:28 more than airborne plus 5. The cost in dollars to the customer would be an increase of 1.3%.

"March 1965 (dry season) - Revenue time only - block to block time was 4:58 more than airborne plus 5. The increase in dollar cost to the customer would be 0.08%.

[] further stated that "careful analysis of the two months indicates that the smaller aircraft (Beeches, Porters, Helios and even the Caribou) all showed less time by the block to block method than by the airborne plus 5 minutes. Since the customer's future aircraft assignments are all in this category, the trend is in their favor."

The [] maintains that they are not primarily concerned with increased cost, but rather they need more detailed analysis to permit realistic budget planning with FE Division.

[] discussed the matter while visiting Southeast Asia, and concluded that the block to block method would be satisfactory for the [] Contract.

d. On 3 September, Headquarters requested [] to provide a brief summary of downed pilots and other personnel picked up by Air America in both rotary and fixed wing operations during calendar years 1964 and 1965. A four page summary of seventy-six Search and Rescue missions was carried to Headquarters by [] and a copy has been provided to Mr. []

e. Aircraft Accidents/Incidents:

(1) On 8 August, Porter Aircraft #285L, piloted by Mr. I. Beryl King, and carrying four passengers, received ground fire while letting down for a landing at LB 121. Mr. King was hit in the right thigh and right forearm; he landed the aircraft at Luang Prabang where he was given first aid and transported to Korat for hospitalization.

(2) On 18 August, C-45 #5254V, piloted by Mr. S. Yamauchi flipped over on its back while landing at Site V84. The aircraft was substantially damaged but the pilot was uninjured.

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(3) On 20 August, Helio #B-839, based at Udorn, ground looped at LS 125, Nam BU (Northwest Laos). The pilot, Mr. Calhoun was not injured, but the aircraft was substantially damaged. As of 1 September, the fuselage of B-839, which had been dropped during recovery operation by a helicopter, was still not recovered.

(4) On 20 August, UH-34 helicopter, #H-23, crashed and sunk in the Mekong River. Seven people were aboard including: Pilot, Mr. Rues, Crew Chief, Mr. Nichols, Helio Pilot, Mr. Calhoun (who had been in accident earlier the same day at LS 125) and four passengers. The three flight personnel were able to get out of the helicopter and were rescued. The four passengers, [redacted]

[redacted] were unable to exit the aircraft. The body of Mr. Johnson was recovered, but extensive search and salvage attempts failed to locate the remaining bodies.

The helicopter was enroute from Nam Yu, Laos to Vientiane and Udorn and reportedly encountered mechanical malfunction.

(5) On 27 September, Air America C-45, #N9574Z, based at Saigon and on call to [redacted] crashed while turning Base Leg at Bao Trai air strip, northwest of Saigon. The plane had taken off from Tan Son Nhut airport, Saigon. The two Air America pilots aboard, Messrs. John L. Oyer and Justin G. Mahony, and the one passenger, [redacted] were killed. The cause of the accident has not been determined at this time.

2. FLEET PLANNING:

a. Current Statistics: As of this date the aircraft inventory for AAM, AACL, CATCL and SAT is 159 aircraft, including 23 on order.

b. Future Aircraft: In mid-August the DDCI approved acquisition by [redacted] of: one Caribou aircraft, four additional Beech aircraft (bringing the Beech inventory to 30) and fifteen Porter aircraft (bringing the Porter inventory to 22). The justification for these additional aircraft had been approved by the ExComAir on 29 July 1965, and the Chairman ExComAir recommended approval of the acquisitions to the DDCI by memorandum [redacted] on 30 July 1965. [redacted]

[redacted] A more detailed explanation of these requirements is contained in the monthly report for July 1965.

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c. Bell 204B's for Vietnam: On 27 September 1965, Mr. Doole advised Saigon and Taipei of the delivery schedules at Saigon of the five 204B helicopters as follows:

#1 - 29 September 1965

#2 - 7 October 1965

#3, 4 and 5- 10 October 1965

3. PERSONNEL:

a. Mr. E. Stuart Dew, a recently retired Marine Corps pilot (Colonel) was assigned as Assistant Base Manager at Udorn in early August, following a two week orientation at Taipei.

b. Mr. [] visited Air America installations in Southeast Asia during the period 2-16 August 1965.

c. []
[] arrived at Saigon on or about 18 August.

d. [] on 17 August cabled [] Director of Security, [], requesting the latter's comments concerning the possible replacement of the [] Security Officer at Udorn with []

On 15 September, [] advised Headquarters of the desirability of having two American Security Officers assigned to each of the Air America bases at Saigon, Vientiane and Udorn. Currently one Staff Security Officer is assigned at Saigon and Vientiane respectively and one [] American is assigned at Udorn. [] proposes adding one [] at Saig and Vetrn and assigning a [] Security Officer to Udorn. The request for additional personnel is predicated on the increased responsibilities placed on Air America Security Officers as physical assets increase and the possibility of sabotage becomes more proximate.

[] will delay his recommendation to the [] Security pending the return of the undersigned from SEA. I will discuss this matter with Mr. [] at Taipei in mid-October.

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e. Mr. [] visited Headquarters during the early part of August. Travel plans precluded a meeting between Messrs [] and []. The A-DD/S met with [] on 10 August and requested the latter's views on matters connected with []. [] made the following points which were passed to Mr. []:

(1) There is some room for improvement of cordiality between the Udon Air America operation and the Thai Air Force. He felt that the Thais were sensitive to minor slights of the kind that would be completely overlooked by Americans. He suggested that an assistant to [] for protocol or public relations or personnel would be valuable, provided the assistant was an educated, articulate and acceptable Thai.

(2) He felt that for simplicity and possibly effectiveness, it would be better if one air company [] could provide all of the services required at Chiang Mai.

(3) []

f. Colonel Blizzard, SAO, visited Headquarters during August and discussed [] matters with the A-DD/S, []

g. On 16 September, the Philippine Ambassador to Thailand presented to the American Embassy a Letter of Grievances signed by 85 Filipino employees regarding unfair labor practices being committed by Air America in Thailand. []

[] was invited by the American Charge to handle the matter; however, [] advised the Charge that the matter should be handled overtly by the American Economic Counselor. Furthermore, the [] requested no action in the matter by [] until the matter is raised overtly.

h. On 10 September, [] sent the following Western Union telegram to Mr. Allen L. Pope:

"Dear Al: Have been expecting to hear from you following my return from Far East. You stated you would be ready to go back to work sometime after end of August and we are prepared to offer you

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your old assignment at Tachikawa. Please advise."---Mr. Pope then advised Air America by phone that he had accepted employment with Continental Air Services.

4. MISCELLANEOUS:

a. The august meeting of the Board of Directors (AAM and AACI) was cancelled because of Mr. [] travel. The Board met at New York City on 21 September.

b. Plans are currently being formalized to hold the October Board meeting at the Headquarters building and the DCI has been invited to attend. In anticipation of a requirement to brief the DCI on [] prior to 19 October, a formal briefing utilizing visual aids has been prepared.

c. On 2 August, Headquarters dispatched [] requesting [] information []. The information was requested for a budget submission requested by [].

d. []

[] DD/S- []

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