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31 MAR 1975

MEMORANDUM FOR THE RECORD

SUBJECT : Air America's Ability to Respond to Increased for Emergency Airlift Requirements in Vietnam

REFERENCE: [REDACTED]

1. On 25 March 1975 a meeting was called to discuss Air America's ability to respond to the special requirements arising from the deteriorating military situation in Vietnam. At the meeting EA Division was represented by [REDACTED] DC/VNO and [REDACTED] C/EA/LOG. Air America was represented by Paul Velte and John Ford. [REDACTED] was represented by [REDACTED] and [REDACTED]. The undersigned attended for the DDA.

2. Mr. [REDACTED] opened the meeting by defining the problem as stated in the reference. Basically, Air America's ability to meet U. S. Mission requirements is being reduced by personnel and parts supply problems at a time when mission requirements are increasing due to the North Vietnamese offensive in MR I AND MR II. The parts supply problem involves slow response by DOD in getting UH-1H parts to Air America when needed. The personnel problem is primarily the loss of flight and maintenance personnel to other employment. Arizona Helicopters has been actively recruiting AAM's Filipino helicopter mechanics and since the follow-on contractor for Vietnam flying services has still not been identified, all of AAM-Vietnam employees are accepting whatever long term employment they can get.

APPROVED FOR
RELEASE DATE:
30-Sep-2009

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3. The following suggestions were made to ease the personnel problems:

- a. Offer bonuses to all non-indigenous employees for remaining through 30 June.
- b. Push for earliest possible identification of follow-on contractor.
- c. will investigate approaching Arizona Helicopters in order to make them aware of our difficulties.

4. Mr. Velte and Mr. Ford feel that greater productivity can be achieved if some of the customers (mainly AID) constraints are modified or eliminated. This applies mainly to the rotary-wing aircraft and includes such things as using a single captain on appropriate missions thereby allowing the other captain to fly one of the excess UH-1H aircraft. Another improvement would be to reduce wast~~ing~~ time on the ground in the provinces to keep the available crews and aircraft in the air more. This would require more deadhead flights and therefore be somewhat more expensive. Mr. Velte and Mr. Ford plan to go to Saigon next week to see what can be done.

5. The Air America representatives presented an outline of company capabilities in dealing with an emergency one-time evacuation situation. AAM presently flies about 120 hours per day which is 46% greater than provided for in the contract. Given 48 hours notice, a release from customer constraints, adequate fuel properly positioned and expeditious loading and unloading, AAM could provide 240 flight

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hours in any one day. This would break down as:

<u>Type of Aircraft</u>	<u>No. of Aircraft</u>	<u>Hours per Type</u>
C-46/47	5	40
VTB	5	40
PC-6	3	24
204B/UH-1H	15	120
	<u>28</u>	<u>224</u>

Since pilots are cross-trained, ^{with} greater capability could be generated by bringing Caribou equipment on line and reducing the Volpar capability. A Caribou requires a crew of two captains and carries 32 passengers or 6,728 lbs. A Volpar is operated by one captain and carries ^{2 passengers or} 2,450 lbs. Additional UH-1H capability can be brought on line by single crewing some of those presently ^{in use} ~~on line~~. Mr. Velte and Mr. Ford will investigate all of these alternatives on their trip to Saigon next week.

