

TOP SECRET
SUBJECT: [ACTION REPORT, EVACUATION OF SAIGON, R.V.N.]
REF: [CAPT. L.D. GENZ REF# 19358]
DATE: 28/29 APRIL 1975

On the afternoon of 28 April 1975 I was assisting a close friend, [Mr. James] with the process of evacuating his family via military airlift from the [D.A.O. Compound] at [Than Son Thut Airbase.] After all were manifested we were informed there would be a 3 hour wait before the flight would leave. We then returned to the AAM area as it was starting to rain. At 1720 two [A37's] bombed the airport, at least 4 bombs were dropped and there may have been some incoming. Because of the [A37's] bombing and speratic incoming the evacuation of civilians was delayed. I kept checking with the evacuation center as to the progress of the flights. Around 0200 the morning of the 29th I took [Mr. James and family] to the evacuation center as there flight was next to leave. [Around 0230 the airport area started recieving constant incoming. At least 2 rockets landed very near the evacuation center.] At this time all evacuation flights were cancelled. I spent the rest of the early morning in a concrete building near the evacuation point. [Around 0645 I started walking to the AAM area.] I recieved a ride after I had walked about half way. The main sliding gate to the [AAM compound was closed, but not locked.] While crossing the [AAM ramp a rocket hit very close] throwing dirt onto the ramp, I also saw a [AC119 go down in flames East North East of the Airport.]

[Capt. Coalson] was the first to crank his helicopter and start shuttling pilots from the rooftops to the [AAM ramp.] The crews were not assigned aircraft and there was confussion as to what we were to do and when the evacuation of people from the rooftops would start.

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Operations received word that [VNAF wanted fuel from AAM] and shortly after that [VNAF] started stealing fuel. At this time [Frank Andrews] came into OPS and reported [VNAF pilots were stealing AAM Helicopters from the ICCS Ramp]. At this time Pilots were flown from [the AAM ramp to the ICCS Ramp]. Small arms fire was heard frequently and rockets and mortar fire was observed. [There was several VNAF and ARVAN on the ICCS Ramp] all of them armed and several of them in the helicopters. When I arrived at the [ICCS Ramp] I untied and removed the covers from [Helicopter 093]. At this time [6 armed VNAF forced their way onto 093] demanding they be flown to a ship. I told them it wasn't possible, but that I would take them to a place where they would be evacuated to safety. I then took off and landed them on the [AAM Ramp] where they were met and disarmed by CAPT Adems. [FM Mamuyal and Ballesteros] then boarded [093] and we departed the [AAM Ramp] and started shuttling people from [Building 259] and the [Monteray Building] back to the [AAM Ramp]. After 3 trips we were told to shut down on [pad 31]. It seemed no one knew if the evacuation of civilians was to start or if there was fuel available at the airport. I remained on [pad 31] for approximately [1 hour]. I was then told to shuttle people from pads to the [DAO evacuation center]. When fuel became low I flew to LPD call sign [Snow Chief] and refueled, then returned to [Saigon]. Upon returning I was told to shut down on [building 259] as the [CH53's] were coming in and they didn't want the [small helicopters in the air]. Shut down until 1400 at which time I cranked and continued to shuttle people from [rooftops to DAO]. These shuttles continued for the rest of the day, returning to [navy LPD's] when necessary for fuel.

On my last trip to [Saigon] from refueling on a LPD Capt. Stergar flew left seat with me on [093]. As it started to get dark all AAM aircraft were ordered to leave [Saigon] and secure on [navy ships]. I departed [Saigon] with a full load

of people dropping all PAX plus [Capt. Stergar] on [LPD call sign 4Wings]. Because there was no room to secure I refueled and started for the [Aircraft Carrier Hancock]. I recieved incorrect figions for the [Hancock] and was unable to locate the [aircraft carrier] so landed on [LPD callsign Lime Stone] refueled and got new [figions] for the [Hancock]. Landed on the [Hancock 2020] and secured. When first approached by the [Marine Security Guards] they were going to throw all survival gear and weapons overboard. I then explained to them that I might have to fly the next day and I would need the survival gear and weapons. The guards then checked all baggage survival gear and weapons. I then went below and joined the rest of the AAM flight crews.

During the night several of the AAM Aircraft were looted by [Navy personel or by the Marine Security Guards] most of the baggage that had been tagged and supposedly put in a secure area were also looted. When I checked my bags the morning of the 30th I found my survival Vest missing, plus important papers from my baggage.

On 3 May 1975 the [Hancock] was nearing the [Philippines]. It was decided ~~that~~ that AAM crews would fly the AAM Aircraft from the [Hancock to Subic Bay] this we did the morning of 3 May. After securing [093] at [Subic Bay] I was taken along with other AAM crewmembers to the base gym where we were processed by local and U.S. Customs. After spending some time in [Manila] I flew to Hong Kong where I outprocessed with Air America.

Gyle D. Stergar