APPROVED FOR RELEASE DATE: 09-Dec-2013

COMPANY CONFIDENTIAL

EMPLOYEE ACCIDENT REPORT

(b)(6)

Department Ref. No. EAR-67-029

Name L. Z. Pirkle Ref. No. 08862 Department RMD

Job Title Flight Mechanic Permanent Station Udorn

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

2. Date and Time of Accident 3 August 1967 - 1745L

3. Exact Place Accident Occurred TH2867

4. Equipment Involved Hotel-38

5. Description in full of how accident occurred (Relate the events which resulted in the injury. Tell what the injured was doing at the time of the accident. Tell what happened and how it happened. Name any objects or substances involved and tell how they were involved. Give full details on all factors which led or contributed to the accident.)

Employee was/is presumed to have been fatally injured in Hotel-38 which was totally destroyed by Unfriendly forces.

The area of the accident is inaccessible at this time.

6. Apparent Nature and Extent of Injury (Name part of body affected - fractured left leg, bruised right thumb, etc. If there was a loss of part of the body, describe.)

Employee was/is presumed to have been fatally injured.

7. a. Time and place of first medical treatment N/A

b. Name and address of physician N/A

c. Name and address of hospital N/A

d. Cost of first treatment N/A

e. Estimated cost of additional treatment that may be required N/A

f. Estimated period of hospitalization required N/A

g. Time/date employee left job N/A

h. Time/date employee returned to duty N/A

-or-

i. Estimated time/date employee will return to duty N/A

PD-137 R4

(CONTINUED ON REVERSE SIDE)

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8. What duties were assigned at the time of the accident and by whom (provide specific instructions given, time duties began and estimated time of completion), and what contract were the duties in connection with, if any

Employee was assigned flight mechanic's duties on Hotel-38

9. a. Did the injured employee follow prescribed safe work practices?

☒ Yes ☐ No

b. Was the employee given instructions regarding safe work practices? N/A for this type of incident
By whom and in what manner?

In what publications are the applicable safe work practices prescribed?

c. If the prescribed safe work practices were not followed what is reason given by employee for not doing so? N/A

10. Names and addresses of other persons involved

11. Names and addresses of eye witnesses

N/A

12. Corrective action taken to prevent recurrences of this type of accident

N/A

TO BE DETERMINED BY DP

☐ NOT IN LINE OF DUTY.
☐ IN LINE OF DUTY.
(FOLLOWING APPLICABLE TO REGULAR LABORERS AND WORKERS ON TAIWAN ONLY)
☐ TO RECEIVE PAY PRESCRIBED BY LAW.
☐ TO RECEIVE FULL PAY PRESCRIBED UNDER "PAYMENT DURING ABSENCE DUE LINE OF DUTY INJURY" IN PERSONNEL MANUAL PART ONE A OR PART TWO, AS APPLICABLE.

DIRECTOR OF PERSONNEL

FOR PERSONNEL DIVISION USE ONLY						
ROUTING	DP	CPL	W/A	R/S		P/F
INITIALS						
DATE						
DEPARTMENT HEAD NOTIFIED PER PND-RS DATED						

[redacted]
Originated (NAME)
By. [redacted]
(SIGNATURE)

CFM/UDN
(TITLE)

5 August 1967
(DATE)

Signed
[redacted]
MOORE

DISTRIBUTION:

ORIGINAL: DP (Via DRM, BM/UDN, MTS/UDN, SAM/I
COPIES : SAFETY ADVISOR, TRE
INSURANCE MANAGER (VIA T-C, SLC)
CMD (VIA TOS CLINIC)
SLC (DEATH CASES ONLY)
(DEPT/DIV HEAD CONCERNED)
MTS/UDN
AAM Clinic, TOS
CFM/UDN
File
DM/lwn

CIA APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

BASE/STATION CLEARANCE SLIP - SEA

Name Pirkle, L. Z. Title F/Mechanic Ref. 08862 Clearance Initiated by: PO-UDN

Forwarding Address [redacted] Albuquerque, NMEX.

Passport No. G-374556 22 Aug '67 Date

Department/Division/Office RMD Location Udorn

Reason for Clearance (Check): Separation LWOP (over 30 days)

Home Leave PCS Transfer to

[redacted] ture Date

X 1. Immediate Supervisor (Specify Title: CFM MTS) [redacted] 3 AUG 196

2. Base/Station Operations Manager (For Operations Personnel) (Clear for Flight Equipment Office [redacted]
Crew Scheduling Office [redacted]
and Flight Information Service [redacted])

X 3. Base/Station Personnel Office (The Personnel Office will direct employee to:

X APO [redacted] X Commissary [redacted] [redacted] AUG 23 19

Hostel N/A X Mail Clerk [redacted] Co. ID Card#1743 not returne

X Mess Hall [redacted] Other N/A

Where applicable and will ensure that employee clears these agencies. Personnel Office Signature will confirm clearance).

X 4. Base/station Supply Office
(Clear and note arrangement for shipment of personal effects: [redacted] AUG 22 1967

X 5. Base/Station Security Office [redacted] H22

X 6. Base/Station Accounting Office [redacted] Aug 22, 196

RECEIVED
29 AUG 1967
PERSONNEL DIVISION
TAIPEI

X 7. Base/Station Manager (in case of Non-indigenous employees, notify DP of ATD) [redacted] 23 AUG.196

8. Supply Office-BKK (for personnel at VTE, UDN and BKK only; add comments to No. 4 above; must be presented in person when personal effects shipment for personnel at VTE, UDN and BKK is involved)

PD-14AR5

C06116971

OUTGOIN MESSAGE

31-4

SIGNAL CENTER USE ONLY

AGE	COI	ACP	TOG	TPS	MRO	DCI
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ROUTING

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CLASSIFICATION
SECRET

MESSAGE HANDLING INDICATOR
STAFF

DATE-TIME GROUP
042351Z

CITE
DIRECTOR

MESSAGE REFERENCE NUMBER

CONF: [ ] INFO: FILE [ ]

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DISSEM BY: 4/5

TO: [ ] SAIGON, NHA TRANG.Y

[ ]

REFS: A. NHA TRANG [ ]
B. SAIGON [ ]
C. NHA TRANG [ ]
D. NHA TRANG [ ]
E. NHA TRANG [ ]

(b)(6) 1. HQS WISHES ALERT [ ] TO POSSIBILITY CINCPAC MAY BE CONSULTED BY [ ] REGARDING PROPOSED JOINT CASUALTY RESOLUTION CENTER (JCRC) OPERATION RECOVER REMAINS MR. JAMES A. RAWLINGS, JR. WHO ABOARD CHINA AIRLINES C-123 WHICH CRASHED INTO MOUNTAIN NEAR NHA TRANG ON 3 JAN 75. REFERENCES REPORT PRESENT STALEMATE THIS OPERATION.Y

2. MR. RAWLINGS WAS A GS-10, STAFF EMPLOYEE [ ] AND SUPPLY OFFICER, NHA TRANG BASE. C-123 ENROUTE FROM DALAT TO NHA TRANG WITH ONE FILIPINO EMPLOYEE AND FOUR VIETNAMESE EMPLOYEES NHA TRANG BASE AND THREE CHINA AIRLINES CREW. [ ]

[ ]

(b)(1)
(b)(3)(n)

(b)(3)(c)

EM

DATE:
ORIG:
UNIT:
EXT:

RELEASING OFFICER

COORDINATING OFFICERS

AUTHENTICATING OFFICER

CLASSIFICATION
SECRET

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E 2 IMPDET
CL BY: [ ]

C06116971

OUTGOING MESSAGE

SIGNAL CENTER USE ONLY						
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DATE-TIME GROUP:

CITE: DIRECTOR 663881

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3. CRASH SITE LOCATED VIC COORDINATE BP 761421 IN STEEP TERRAIN WITH TRIPLE CANOPY GROWTH AND DENSE UNDERBRUSH. (NEAR POSITIVE SITE IDENTIFICATION BUT REMOTE POSSIBILITY STILL EXISTS THAT DEBRIS FROM OTHER THAN AIRCRAFT WE SEEKING.) DEBRIS SCATTERED IN AT LEAST FOUR VISIBLE SITES OVER APPROX 600 YARD AREA. OVERLAND FOOT MARCHES BY VIETNAMESE TROOPS EXPECTED REQUIRE .5 KPH. PRINCIPLE ENEMY THREAT IS SQUAD-SIZED UNIT EQUIPPED WITH SMALL ARMS; SECONDARY THREAT IS BOOBY TRAPS/MINES AT CRASH SITE. SITE AREA FOG SHROUDED FROM ABOUT 1600 UNTIL 0830 RESTRICTING VISUAL FLYING CONDITIONS TO MAX 7.5 HOURS. BELIEVE AT LEAST TWO HELICOPTER LANDING ZONES HAVE BEEN CONFIRMED FOR INSERTION PART SECURITY TROOPS.Y.

(b)(1)
(b)(3)(n)

4. REF A SUMMARIZES POSSIBLE COURSES OF ACTION AS OF 4 MAR HQS TIME:Y

(b)(6)

A. WAIT TO SEE WHAT ACTION GENERAL [redacted] TO TAKE.Y

B. [redacted]

DATE:
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(b)(3)(c)

RELEASING OFFICER

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CL BY: [redacted]

C06116971

OUTGOING MESSAGE

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(b)(1)
(b)(3)(n)

C. REQUEST THE VIETNAMESE FORCES ALREADY ASSEMBLED MR II TO COMPLETE RECOVERY OP INDEPENDENTLY OF JCRC PARTICIPATION. US PERSONNEL TO REMAIN NHA TRANG AND NOT INSERT AT CRASH SITE.4

5. EVERYONE CONCERNED THAT ADDITIONAL HUMAN LIFE NOT BE JEOPARDIZED UNDULY OR LOST DURING RECOVERY EFFORTS. THERE APPEARS BE NO CHANCE [redacted] FINDING SURVIVORS. EXAMINATION WRECKAGE PHOTOGRAPHS AND PATH PLANE [redacted] TOOK THROUGH TREES CLEARLY INDICATED LITTLE CHANCE ANYONE [redacted] COULD HAVE SURVIVED. [redacted] UNDER OPTIMUM CIRCUMSTANCES PROBABLY ONLY BONES WILL BE FOUND. SECURITY DIFFICULTIES AND PHYSICAL PROBLEMS OF RECOVERY OPERATIONS LOOM [redacted] LARGE. PATTERN ENEMY ACTIVITY IN GENERAL AREA INCLUDING THE [redacted] CONTIGUOUS PROVINCES MR II, THE WEATHER, OVERRIDING PRIORITIES FOR USE OF AIRCRAFT, USSAG CONCERN FOR DEVELOPMENTS IN CAMBODIA, AND THE FACT THAT VIETNAMESE TROOPS ARE IMMEDIATELY AVAILABLE FOR THE INSERT OPERATIONS 6 MARCH AND MAY OR MAY NOT BE AVAILABLE AGAIN IN THE NEAR

DATE:
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(b)(3)(c)

RELEASING OFFICER

CLASSIFICATION: SECRET

COORDINATING OFFICERS

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AUTHENTICATING OFFICER

E 2 IMPDET
CL BY:

C06116971

OUTGOING MESSAGE

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CLASSIFICATION: SECRET

MESSAGE HANDLING INDICATOR

DATE-TIME GROUP

CITE: DIRECTOR 663881

MESSAGE REFERENCE NUMBER

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STAFF

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FUTURE ARE THE MAJOR FACTORS INVOLVED.4

6. AGENCY WANTS VERY MUCH TO DETERMINE IF MR. RAWLINGS IS DEAD OR IF HIS REMAINS CANNOT BE LOCATED. [redacted] [redacted] [redacted] IF WE DON'T MOVE SOON, ODDS INCREASE THAT WE MAY NEVER FIND EVIDENCE MR. RAWLINGS WAS KILLED IN THIS CRASH.4 (b)(1) (b)(3)(n)

7. REF A REPORTS IN CONFIDENCE THAT [redacted] AGONIZING ON WHETHER OR NOT RECOVERY MISSION WAS WITHIN THE JCRC CHARTER. IF COS, VIETNAM DOES NOT OBJECT, REQUEST [redacted] CONTACT CINCPAC, EXPLAIN OUR INTEREST, AND ASK IF THEY AGREE THAT THIS RECOVERY MISSION OF A USG EMPLOYEE'S REMAINS IS CLEARLY WITHIN THE JCRC CHARTER. IF THEY AGREE, REQUEST THEY SO ADVISE [redacted] IF NOT, ADVISE US. [redacted] AGENCY DEFERS TO CINCPAC AND CG/USSAG REGARDING FEASIBILITY AND CONDUCT RECOVERY MISSION. LATEST SECURITY ASSESSMENT CRASH SITE CONTAINED REF D PARA 3. PLEASE ADVISE. E2 IMPDET.4 (b)(6)

DATE:
ORIG:
UNIT:
EXT:

COORD:

[redacted]

COORDINATING OFFICERS

[redacted]

AUTHENTICATING OFFICER

CLASSIFICATION

SECRET

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(b)(3)(c)

E 2 IMPDET
CL BY: [redacted]

C06116973
APPROVED FOR RELEASE DATE: 09-Dec-2013

OUTGOING MESSAGE

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SIGNAL CENTER USE ONLY

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CLASSIFICATION: SECRET

MESSAGE HANDLING INDICATOR: STAFF

DATE-TIME GROUP: 131032Z

CITE: DIRECTOR

MESSAGE REFERENCE NUMBER: 642639

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☐ RETURN TO PER (b)(3)(c)

☐ IP FILES #

TO: PRIORITY SAIGON, INFO PRIORITY NHA TRANG.Y

(b)(1)
(b)(3)(n)

REF: SAIGON [redacted] IN 455730.Y

1. RECOGNIZE DIFFICULTIES STATION FACING IN SAR EFFORTS DUE WIDE SEARCH AREA, ADVERSE WEATHER, TERRAIN, AND AREA SECURITY. HOWEVER, NEED ALL DATA POSSIBLE TO KEEP ABREAST HERE AND REASSURE MRS. RAWLINGS OF MAX EFFORTS LOCATE CRASH SITE AND CONDUCT RESCUE MISSION. REQUEST SAIGON PROVIDE SITUATION UPDATE AND RECAP TO INCLUDE SUCH AS:Y

A. WEATHER IN AREA SINCE ACCIDENT.Y

B. USE OF SEARCH AIRCRAFT INVOLVED SO FAR BY TYPES AND FLIGHT HOURS EXPENDED.Y

C. TIME/EFFORTS LOST TO WEATHER, DETERMINING AREA SECURITY, FALSE LEADS SUCH AS DOWNED VNAF AIRCRAFT AND BEEPER SIGNAL, ETC.Y

D. PREPARATIONS FOR LAUNCHING A RESCUE MISSION.Y

E. [redacted]

F. COORDINATION WITH OTHER AGENCIES.Y

DATE:
ORIG:
UNIT:
EXT:

RELEASING OFFICER

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COORDINATING OFFICERS

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AUTHENTICATING OFFICER

E 2 IMPDET

CL BY: [redacted]

C06116973
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OUTGOING MESSAGE

SIGNAL CENTER USE ONLY

AGE	COI	ACP	TOG	TPE	MRO	DCI

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CLASSIFICATION

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642639

2. ALSO PLS CONTINUE REPORTING UNDER ZRPARKA-54. E2

IMPDET-H

EA/VNO

EA/SUP

(b)(3)(c)

DATE: 13 JAN 1975
ORIG:
UNIT:
EXT:

COORDINATING OFFICERS

CLASSIFICATION

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E 2 IMPDET
CL BY:

C06116974

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(b)(6)

DATA CHECK SHEET
for
BOARD OF REVIEW
RE: EMPLOYEE INJURY/ILLNESS/DEATH

1. Employee: Lowell Z. Pirkle No.: 08862

2. Age: 36 Nationality: USA Passport No.: G374556

3. Permanent/[redacted]

4. Date of Employment: 23 May 1966
Presumed

5. Date of [redacted]/Death:
Presumed

6. On Date of [redacted]/Death:

a. Job Assignment: Flight Mechanic Duties on H-38

b. Contract No.: 1841

c. Station of Permanent Assignment: N/A

d. Station of Temporary or Provisional Assignment: Udorn

e. Title: Flight Mechanic

f. Salary: FPS Code "CC" + PAA
Presumed

7. Nature of [redacted]/Death: Laos witnesses stated subject wounded, fell back into aircraft which then consumed by fire due rocket hits while on ground.

a. Death Certificate: [redacted]/No

(1) Issued by:

(2) At: (3) On:

b. Other Documents Obtained: Report of presumed death of American citizen - issued and enroute.

c. Cause of [redacted]/Death: As reported - due to PATHET LAO action.
Presumed

d. Period of Last Illness in the Event of Death: N/A

e. Hospitalized at N/A

from to

f. Injury/Illness/Death Occurred at:

(1) [redacted]: "Friendly" Helipad 24 nautical miles NE of Luang Prabang, Laos.

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(1) Date: 3 August 1967

(3) Time: 1745L

g. Accident Reports Submitted: Yes

8. Company Medical Doctor's Report (s):

a. Issued by: N/A

b. On:

c. Summary:

9. Any History of Illness/Cause of Death Reflected in Company Records:

a. Yes/No

(1) If so, summarize: N/A

10. Any Medical Waivers in "P" File:

a. Yes/No

b. If so, summarize: N/A

11. Participation in any Company Retirement Plan:

a. Yes/~~No~~ File No. 1170

b. If so, identify: Air America retirement plan

c. Beneficiary: Deborah Lou Pirkle - Wife

12. Next of Kin Notified:

a. Yes/~~No~~

b. If so, when: Day after incident

how: Personally by BM Udorn at Udorn

whom notified Wife, Children & Mother

C06116974
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13. Relatives:

a. Spouse: Deborah Lou Pirkle

(1) Address: [redacted]

b. Children (Names, ages, addresses) [redacted]

c. Others: [redacted]

d. Summarize Repatriation Arrangements [redacted]

Wife, mother, and [redacted] children all travelled Bangkok-Albuquerque via PAA and TWA HO7 1967 - tickets Company provided

14. Remains:

a. Disposition: How: No remains yet

Where:

When:

15. Washington Office Notified:

a. Yes/~~No~~ How: TP346

When: 5 August 1967

16. Disposition and Beneficiary Form:

a. Yes/~~No~~

b. Name of Beneficiary: ~~////////////////////~~ Wife - Deborah Lou Pirkle

17. Personal Effects:

a. Nature:

b. Location:

c. Disposition: Understood carried by family as excess baggage as main shipment was still in [redacted]; main shipment returned to Mrs. Pirkle at Company expense [redacted]

d. Others: [redacted]

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12. Additional Remarks:

FOR DECISION BY THE BOARD OF REVIEW:

1. Injury/Illness/Death -- In Line of Duty/Not In Line of Duty

2. If LOD:

a. Hazardous/Non-Hazardous

b. Basis for determination:

3. If not LOD:

a. Was cause through employee's misconduct:

b. If so, summarize:

4. Benefits to be Determined:

a. Amount:

b. Basis:

c. To whom to be paid:

d. How payment to be effected:

5. Who to bear the following costs:

a. Cost of last illness:

b. Preparation of remains for burial:

c. Transportation of:

(1) Remains

(2) Rental of Containers, etc.

(3) Personal Effects

(4) Dependents

6. Other Items for Determination:

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PERSONNEL DIVISION

CLEARANCE SLIP

RECEIVED
9 AUG 1967
PERSONNEL DIVISION
TAIPEI

(b)(6)

Clearance Initiated by:

Name L. Z. Pirkle Title F/Mech Ref. No. 08862

Department/Division/Office RMD Location UDN

Date

Reason for Clearance (Check Below) Effective Date 3 Aug 67 COB

☒ Separation ☐ LWOP ☐ Home Leave ☐ Transfer ☐ Other (Describe)

Deceased

The above named employee is to clear with the respective Departments/ Divisions/Offices as indicated hereunder:-

	SIGNATURE	DATE
☒ Supply Division		17/8/67
☐ Time Keeping Office		
☐ Library		
☐ Tool Crib		
☐ Flight Equipment Office		
☐ Office Manager		
☐ Station Manager		
☐ Regional Director		
☐ Personnel Manager		
☐ Department Chief		
☒ Division Director		AUG 18 1967
☐ Officer ( )		
☐ Other ( )		
☐ Airport Security Representative, TPE		
☐ Director of Security		2 Aug 67
☐ Passport/Visa Section		3-18-67
☐ Records Section		8/19/67
☐ Wage Admin. Section		8/21 67
☐ Employment Section		8/21/67
☐ Director of Personnel		8/21/67
☐ Accounts Receivable Department MB (MB employees only)		
☐ Accounts Receivable Department-TPE (All employees except Chinese employees at MB)		
☐ *Tax Manager		
☐ **Treasurer-Controller		
☐ Paymaster		

NOTE

1. It is the responsibility of the department head concerned to initiate this slip and see that it is completed prior to the effective date of the employee's separation or departure on leave. If final payment is involved, the department head shall see that the Final Payment Instruction form on the reverse side of this slip is properly completed by the employee, before routing this slip. For Main Base Personnel, submit this slip in duplicate. For all others, only one copy is required.
2. Before signing the Clearance Slip the responsible person of each office so checked must ensure that there is nothing outstanding or unsettled between the employee and the respective office involved.
3. Department/Division/Office head, before affixing his signature, should determine that Company property has been returned and all accounts settled for those matters which are his concern.
4. *Tax Manager's clearance is required of all Taiwan-Based employees.
5. **To be completed by all persons who are either bank signatories or in a position in which they handle Company accounts and where an audit is necessary prior to assumption of position by successor.
6. Paymaster will arrange for settlement of final payment in accordance with the Final Payment Instruction of the employee only after he receives a properly executed Clearance Slip signed by all indicated in the check column as having no outstanding matter.
7. Station Manager must ensure that the employee being cleared has no outstanding accounts with the station concerned before he signs the Clearance Slip.

PD-14 R11

APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(3)(c)

[redacted]

~~S E C R E T~~ 031035Z JAN 75 STAFF

TE SAIGON [redacted]

I: IMMEDIATE DIRECTOR.

(b)(1)
(b)(3)(n)

ACT

[redacted]

[redacted]

C123K 54-0625 (ST-1) CHINA AIRLINES

MISSING

02/0825Z

. UNKNOWN

. A40B CUSTOMER, CARGO AIRLIFT FROM DALAT (V-08)
TO MY
TRANG (V-07)

. PIC S.S. LIN JS F/O C.N. JEN
F/M Y. C. SUNG
PASSENGERS: JAMES RAWLINGS ASSIGNED NHA TRANG AS LOGISTICS
FFICER FOR NHA TRANG BASE. ONE NHA TRANG FILIPIND EMPLOYEE AND
NDISCLOSED NUMBER OF VIETNAMESE.

. UNKNOWN

. WEATHER AT DALAT UNKNOWN, NHA TRANG WEATHER REPORTED AS 3/8
T 2000 FT, 4/8 AT 3000 FT, 6/8 AT 7000 FT, LIGHT RAIN VISIBILITY 4
O 5 MILES. AT 0925Z AN AIR AMERICA CHOPPER PICKED UP AN EMERGENCY
EEPER BETWEEN NHA TRANG (V-08) AND PHAN THIET (V-11). VNAF AND
IR AMERICA AIRBORNE ON SEARCH FROM NHA TRANG AT 0930Z. GENERAL
ARGO ON BOARD, NO CLASSIFIED CARGO. AIRCRAFT RECORDS DO NOT
NDICATE THAT AIRCRAFT HAS EMERGENCY BEEPER INSTALLED. ROUTE OF
LIGHT REPORTED AS SECURE AREA. E2 IMPDET
~~S E C R E T~~

C06116977

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(b)(6)

CUSG

REC'D WAS SEP 14 1963

CATAIR WASHINGTONDC

TP220 TP219 AIRCRAFT WRECKAGE SPOTTED IN SEARCH ZONE AT WD 9336 JUST BEFORE DARK J07 BUT DARKNESS PREVENTED POSITIVE IDENTIFICATION OR OTHER DETERMINATIONS NO REPORTS YET FROM DAWN J08 SEARCH AIRCRAFT

CC: Washington confirmation copy
AVP
DP

CATAIR TAIPEI, SEPT. 8, 1963

MESSAGE CENTER
TAIPEI HEAD OFFICE
-8 SEP 1963
REG NO. 93

C06116978

FORM 3020b
7-71 MFG. 3/74

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PERSON/UNIT NOTIFIED _____

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INFO

RF. FILE. VR.

(b)(3)(c)

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IN 464~~77~~ 90

TOR:141528Z JAN 75

SIG

~~SECRET~~ 140737Z JAN 75 STAFF

CITE SAIGON [redacted] (FINAL SECTION OF 2)

TO: PRIORITY DIRECTOR INFO PRIORITY NHA TRANG.

[redacted] (b)(1) (b)(3)(n)

F. SAR PROBLEMS:

SEARCH AND RESCUE EFFORTS HAVE SERIOUSLY BEEN HAMPERED BY WEATHER. ORIGINAL SEARCH AND RESCUE EFFORTS WERE LAUNCHED AT DAY-LIGHT ON 4 JANUARY. BEEPER SIGNALS WERE PICKED UP ON 4 JAN SOUTH OF NHA TRANG AND APPROXIMATELY 4 HOURS OF HELICOPTER TIME WAS EXPENDED WITHOUT LOCATING THE BEEPER. ON 4 JANUARY LOCAL VIETNAMESE SOURCES PASSED INFO TO NHA TRANG THAT MILITARY AIRCRAFT WAS DOWN IN THE VICINITY OF SONG MAO. WRECKAGE WAS NEVER LOCATED. ESTIMATE 3 HOURS OF HELICOPTER AND VOLPAR TIME EXPENDED IN THIS ACTION. DURING THIS TIME ADDITIONAL SEARCH ACTIVITIES CONTINUED ON ROUTE OF FLIGHT OF C-123 (ST/1). SECURITY OF AREA MBEEN A DELAYING FACTOR. WRECKAGE OF VNAF C-123 LOCATED AT BP 9745 SLOWED DOWN SEARCH SINCE IT BELIEVED C-123 ST/1 HAD BEEN FOUND. UPON FURTHER EXAMINATION THIS WAS FOUND TO BE IN ERROR.

G. COORDINATION WITH OTHER AGENCIES: ALL REPORTING AND SAR EFFORTS HAVE BEEN CLOSELY COORDINATED WITH EMBASSY AND NHA TRANG.

SECRET

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7-71 MFG. 3/74

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PAGE ~~02~~ 8

TOR: 141528Z JAN 75

CON-GEN,

[redacted]

1)
3)(n)
6)

2. FOLLOWING IS TEXT OF NHA TRANG CON-GEN MESSAGE TO AMBASSADOR DATED 13 JAN 75:

"I BELIEVE WE SHOULD APPLY THE SAME CRITERIA TO THIS RECOVERY OPERATION THAT WE DO TO JCRC ACTIVITIES, I.E. THAT WE WILL NOT TAKE UNNECESSARY RISKS THAT LIVES (EITHER AMERICAN OR VIETNAMESE) WILL BE LOST TO RECOVER BODIES.

ARGUING AGAINST A RECOVERY OPERATION ARE THE FOLLOWING FACTORS. THE CRASH SITE IS IN AN AREA IN WHICH THERE ARE KNOWN SMALL VC ARMED FORCES AND IT IS POSSIBLE THEY MIGHT SEEK TO SET AN AMBUSH FOR THE

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TOR:141528Z JAN 75 SAIG

RECOVERY PARTY. THE PRESENCE OF HELICOPTER GUNSHIPS AND/OR AN RF SECURITY FORCE WOULD PROBABLY DETER THIS, BUT THE POSSIBILITY OF A FIRE-FIGHT CANNOT BE FULLY RULED OUT. THE PRESENCE OF SEARCH AIRCRAFT AROUND THE SITE MAY HAVE ALERTED THE VC, BUT FINDING IT FROM THE GROUND WILL BE DIFFICULT THROUGH THE HEAVY JUNGLE. BECAUSE THE WRECKAGE IS OFF THE BEATEN TRACK, GVN FORCES WOULD POSE NO THREAT TO VC OPERATING AREAS. HAVING SAID ALL THIS, THE ELEMENT OF RISK IS PRESENT.

IN FAVOR OF CARRYING OUT A RECOVERY EFFORT THROUGH HELICOPTER INSERTION (INVOLVING A JCRC JOLLY GREEN CHOPPER AND POSSIBLY U.S. JCRC EXPERTS) GUARDED BY GUNSHIPS ARE THE FOLLOWING POINTS. THIS TYPE OF OPERATION WOULD HAVE AN ELEMENT OF SURPRISE THAT COULD REDUCE THE CHANCE OF HOSTILE ACTION AND CAREFUL PLANNING MIGHT REDUCE IT FURTHER. THE NATURE OF THE SITE IS SUCH AS TO PREVENT ANYTHING BUT SMALL ARMS FIRE FROM DIRECTLY AT THE SITE. THE GUNSHIPS WOULD DETER THIS. ONE ARGUMENT THAT WEIGHS HEAVILY IN MY JUDGMENT IS THAT THIS IS A RECENT LOSS WHICH HAS HIT THIS SMALL STAFF HARD. THEIR DEDICATION IN MANNING SEARCH FLIGHTS IN BAD WEATHER IS EVIDENCE OF THE STRENGTH OF THEIR FEELINGS ABOUT THIS LOSS. I THEREFORE FEEL WE SHOULD DE EVERYTHING WE PRUDENTLY CAN TO

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TRY TO EFFECT A RECOVERY. (I WOULD NOTE THAT IT IS A DISCIPLINED STAFF WHICH WILL ACCEPT A NEGATIVE DECISION IF THE REAYONS ARE EXPLAINED TO THEM).

I HAVE CONSIDERED WHETHER DELAY MIGHT BE ADVISABLE, SINCE IT IS VIRTUALLY CERTAIN THAT THERE ARE NO SURVIVORS AND THE AREA MIGHT BE MORE SECURE AT SOME TIME IN THE FUTURE. I DO NOT BELIEVE THIS IS A LIKELY POSSIBILITY IN THE FORESEEABLE FUTURE.

ONE MORE FACTOR YOU SHOULD CONSIDER IS THAT IF WE GO AHEAD ON THIS OPERATION IN THE FACE OF THE RISKS INVOLVED, IT COULD INCREASE THE PRESSURE ON YOU TO APPROVE MORE RISKY JCRC CASES.

HAVING WEIGHED ALL THE CONSIDERATIONS DISCUSSED ABOVE, I BELIEVE THAT THE RISKS INVOLVED ARE SUFFICIENTLY SMALL AND THE REASONS FOR ACCEPTING THEM SUFFICIENHLY COMPELLING THAT I RECOMMEND THAT YOU APPROVE A RECOVERY EFFORT. I WILL REVIEW THE RECOVERY PLAN IN DETAIL AND AM PREPARED TO RESUBMIT IT TO YOU IF OTHER ELEMENTS OF RISK EMERGE FROM THIS REVIEW." (b)(1) (b)(3)(n)

3. AMBASSADOR HAS APPROVED NHA TRANG CONGEN RECOMMENDATION FOR USE OF JCRC IN RECOVERY OF REMAINS OF CRASH VICTIMS. ACTION NOW IN PROGRESS ON PLANNING TO IMPLEMENT AMBASSADOR'S DECISION. WE WILL

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TOR: 1415282 JAN 75 SAIG

CONTINUE TO REPORT AS SITUATION DEVELOPS. E2, IMPDET.

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(b)(6)

GWG
Sept 14

REC'D WAS SEP 10 1963

CATAIR WASHINGTONDC

TP218 TP217 FURTHER DETAILS STILL UNKNOWN EXCEPT [redacted]

ONBOARD WITH THREE AFD INSTEAD FOUR AFD OTHER NAMES REMAIN SAME

[redacted]

MESSAGE CENTER
TAIPEI AIR
-6 SEP 1963
REG NO. 924

cc: Washington Confirmation Copy
President (2)
AVP
DP (2)

September 6, 1963 AIRASIA TAIPEI

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7-71 MFG. 3/74

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PAGE 02 IN 456834

TOR:060437Z JAN 75 SAIG

OPERATED IN SUPPORT OF AIR AMERICA'S CONTRACT WITH THE UNITED STATES EMBASSY HAS BEEN REPORTED MISSING ON A FLIGHT FROM DALAT TO NHA TRANG ON 3 JANUARY. BAD WEATHER HAS PREVAILED IN THE AREA SINCE THE PLANE WAS FIRST REPORTED OVERDUE AND HAS SIGNIFICANTLY HAMPERED SEARCH OPERATIONS. ONE AMERICAN CITIZEN, MR. JAMES A. RAWLINGS, A SUPPLY OFFICER [redacted] (b)(1) (b)(3)(n) [redacted] IN NHA TRANG WAS ABOARD, ALONG WITH A THREE-MAN CHINESE CREW, ONE FILLIPINO CONTRACTOR AND FOUR VIETNAMESE LOCAL EMPLOYEES OF THE CONSULATE GENERAL IN NHA TRANG. END QUOTE.

2. STATEMENTS WERE CLEARED WITH APPROPRIATE EMBASSY ELEMENTS AND APPROVED BY AMBASSADOR.

3. FYI, UPI ALREADY HAS SOME ELEMENTS OF TUY HOA INCIDENT BUT DID NOT KNOW OF DEATH OF [redacted] (b)(6) ASSOCIATED PRESS HAS FILED STORY ON MISSING C-123. E-2 IMPDET.

SECRET

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(b)(6)

American Cable & Radio System
"All America" "Via Commercial" "Via Mackay Radio"

NY 6 RS-ACR

AN IT&T ASSOCIATE

2055/HB1796/FH115

REC'D WAS SEP 5 1963

TAIPEI 71/70 5 2155

CATAIR WASHINGTONDC

TP217 STATION MANAGER VOE ADVISES B150 REPORTED HEAVY GROUND FIRE 0508Z8Z RIGHT ENGINE FEATHERED 0835 RESULT FIRE STOP RADIO CONTACT LOST STOP COMPUTED OR ASSUMED POSITION FIFTY MILES EAST SEND STOP TWO C123 CONDUCTED SEARCH WITH NEGATIVE RESULTS SO FAR WILL RESUME FIRST LIGHT JOG STOP PIC JOSEPH C CHENEY SIC CHARLES G HERRICK ONE RADIO OPERATOR FOUR AFD ONBOARD STOP WILL ADVISE WHEN FURTHER DETAILS KNOWN

[redacted]

4 — 9/5/63

A C & R FACSIMILE RECEIVING BLANK

NY 6 RS-ACR

American Cable & Radio System
"All America" "Via Commercial" "Via Mackay Radio"

AN IT&T ASSOCIATE

KWNN

ZCZC AW1103/HB2887/FH157

REC'D WAS SEP 7 1963

AIPEI 54/52 7 1234 1963 SEP 7 AM 3 33 GS

CATAIR WASHINGTONDC

TP219 TP218 TP217 CHENEYS WIFE NOTIFIED AIRCRAFT OVERDUE AND PRESUMED MISSING SEARCH RESULTS NEGATIVE TO DATE K SUGGEST SIMILAR NOTIFICATION TO HERRICKS WIFE MRS CHARLES HERRICK [redacted]

[redacted] SAN ANTONIO TEXAS [redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Wireless Radio Cables and Radio Cables

4 — 9/7/63

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(b)(6)

NY 6 RS-ACR

American Cable & Radio System

Via All America Via Commercial Via Mackay Radio

AN I T & T ASSOCIATE

TAIPEI 50 8 428P

1953 SEP 8 AM 4 54

GWG

REC'D WAS SEP 9 1953

CATAIR WASHINGTONDC

TP221 TP220 UH34 AND GROUND PARTY AT WRECKAGE MORNING JO8

REPORT WRECKAGE LARGELY BURIED BY IMPACT POSITIVE AIRCRAFT

IDENTIFICATION NOT YET MADE NO APPARENT SURVIVORS BUT ONLY ONE

UNIDENTIFIED REMAINS SOFAR FOUND STOP SZVTE REPORTS USEMBL

JO8 ORDERED RECOVERY EFFORTS CEASE UNTIL FURTHER NOTICE DETAILS

YET UNKNOWN

4 - 9|10|63

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WASHINGTON, D. C. DUPONT 7-5100

8 DUPONT CIRCLE N.W. WASHINGTON

C06116984

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I MFG. 3/74

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PAGE Ø1 IN 462482

TOR:110805Z JAN 75 NH TR

SECRET 110727Z JAN 75 STAFF

CITE NHA TRANG

TO: IMMEDIATE SAIGON INFO DIRECTOR.

(b)(3)(c)

NIACT SAIGON

REFS: A. SAIGON

(b)(1) B. NHA TRANG (NOT SENT DIRECTOR)
(b)(3)(n) C. NHA TRANG (NOT SENT DIRECTOR)

1. CONCUR PARA 1 REF A PROPOSAL CANCEL FURTHER PLANS FOR COVERAGE OF CRASH SITE.

2. CONGEN HAS SUGGESTED, AND BASE AGREES, THAT COURSE OF ACTION WITH BEST CHANCE OF SUCCESS NOW IS TO HAVE THE JCRC MOUNT AND INSERTION/EXTRACTION MISSION AT THE CRASH SITE. ACCORDINGLY ON 11 JAN THE CONGEN SENT TWO MESSAGES TO AMBASSADOR MARTIN IN SAIGON (SEE REF B). THE FIRST (PREPARED WITH OUR HELP) DESCRIBES THE CRASH SCENE AND GIVES AND ANALYSIS OF THE TERRAIN AND AN ESTIMATE OF ENEMY CAPABILITIES IN THE AREA AS WELL AS AN ANALYSIS OF THE PHOTOS TAKEN FROM THE CHOPPERS. THE SECOND MESSAGE (PREPARED BY THE CONGEN) GOES OVER THE PROS AND CONS OF MOUNTING A JCRC MISSION CONCLUDING WITH A RECOMMENDATION

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)RM 3020b
'1 MFG. 3/74

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PAGE 02-02 IN 462482

TOR: 110805Z JAN 75 NH TR

TO THE AMBASSADOR THAT SUCH A MISSION BE UNDERTAKEN.

3. BASE AND CONGEN PREPARED SUPPORT JCRC IN CONDUCT OF (b)(3)(c)
MISSION. PLS ADVISE IF ANY OTHER INFO IS NEEDED FROM BASE TO GIVE ADDITIONAL SUPPORT TO THE CONGEN'S RECOMMENDATION.

4. NO FILE. E2 IMPDET

E T

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FORM 3020b
7-71 MFG. 3/74

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PAGE 01 IN 456782

TOR: 060052Z JAN 75 NHTR

SECRET 060042Z JAN 75 STAFF (b)(3)(c)

CITE NHA TRANG

TO: IMMEDIATE SAIGON INFO PRIORITY DIRECTOR

(b)(1)
(b)(3)(n)

REF: SAIGON

1. WITH WEATHER BREAKING AND SEARCH FOCUSING CONE DALAT EAST TO NHA TRANG, WISH PLAN FOR CONTINGENCY RESCUE AND EXTRACTION FROM POSSIBLY DIFFICULT AND HOSTILE TERRAIN. BASE HAS OFFER OF ASSISTANCE FROM VIETNAMESE AGENCIES AND JRCS MAN HERE, WHO HAS HAD SOME MILITARY (b)(6) EXPERIENCE IN THIS CONNECTION, HAS INDICATED IN HIS PLANNING POSSIBLE NEED FOR SPECIAL EXPERTISE AND EQUIPMENT. CAN SAIGON PROVIDE EXPERIENCED OFFICER WHO COULD DIRECT AND COORDINATE RESCUE AND EXTRACTION.

2. WISH REPORT THAT RESPONSE FROM BASE AND CONGEN PERSONNEL (INCLUDING PHAN THIET) PAST SEVERAL DAYS AS VOLUNTEERS FOR SEARCH AND SPOTTER MISSIONS IN ROUGH WEATHER WAS MOST GRATIFYING. E2 IMPDET.

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C06116986

7-71 MFG. 3/74

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TOR:141552Z JAN 75 SAIG

SECRET 140737Z JAN 75 STAFF

CITE SAIGON (SECTION 1 OF 2)

(b)(3)(c)

TO: PRIORITY DIRECTOR INFO PRIORITY NHA TRANG.

(b)(1)
(b)(3)(n)

REF: DIRECTOR

1. PER REF, FOLLOWING IS DETAILED STATUS REPORT ON CRASH OF C-123(ST/1). INFO IN THIS REPORT CURRENT TO 1500(L) 14 JANUARY 1975.

A. CRASH SITE: COORDINATES BP755440.

THE CRASH SCENE IS APPROXIMATELY 15 NAUTICAL MILES FROM NHA TRANG. THE PLANE WAS ON A HEADING OF 050 DEGREES AT AN ALTITUDE OF APPROXIMATELY 3,650 FEET WHEN IT IMPACTED INTO TREES ON A FINGER (DESCENDING TERRAIN WHICH TRAVELS FROM A RIDGE TO THE GROUND BELOW THE MOUNTAINS IN THE AREA) RUNNING NNW BY SSE; AT APPROXIMATELY BP 7641 IT CUT THROUGH ABOUT 15 FEET OF TREETOP LEAVING A SWATH THROUGH THE TREETOPS ROUGHLY 15 WIDE AND 150 FEET LONG. THE PLANE THEN CARRIED ACROSS A DEPRESSION OF SOME 500 VI QJHIPQ* FEET BEFORE IMPACTING AGAIN INTO THE BASE OF A PARALLEL FINGER AT AN ALTITUDE OF APPROXIMATELY 3,500 FEET. DEBRIS IS SCATTERED FROM THE FIRST ENTRY INTO THE TREES TO THE FINAL IMPACT ZONE AND MAKES IT VIRTUALLY CERTAIN THAT THERE ARE NO SURVIVORS.

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TOR:141552Z JAN 75 SAIG

THE FINAL IMPACT ZONE, THE BASE OF A FINGER WHICH RISES TO AN APPROXIMATE ALTITUDE OF 3,750 FEET, COMPRISES A SMALL CIRCULAR AREA ABOUT 40 FEET IN DIAMETER. THERE IS A LARGE ROCK NEARLY IN THE MIDDLE OF THE IMPACT ZONE. THE SOUTH SIDE OF THE IMPACT ZONE ALSO HAS SEVERAL TREES WHICH HAVE BEEN BROKEN OFF, LEAVING TRUNKS OF SOME 20 FEET IN HEIGHT REMAINING. (A PENETRATION ENTRY FROM THE AIR WOULD HAVE TO BE ON THE LOWEST PART ((SOUTHWEST)) OF THE IMPACT ZONE SINCE THAT WOULD LEAVE MORE ROOM FOR A HELICOPTER TO MANEUVER AND HELP ENSURE THAT ANYONE BEING LOWERED INTO THE AREA WOULD NOT HIT THE LARGE ROCKS IN THE ZONE OR THE BROKEN TREES.)

TERRAIN ANALYSIS OF SITE AREA: THE AREA SURROUNDING THE CRASH SITE IS THICKLY WOODED, TRIPLE-CANOPIED JUNGLE. THE PRIMARY GROWTH CONSISTS OF 100-150 FOOT TREES WHILE THE SECONDARY GROWTH IS 50-100 FOOT TREES, WITH THICK UNDERBRUSH COVERING THE GROUND. THE DOMINANT TERRAIN FEATURE IS HON BA MOUNTAIN LOCATED AT BP 768388, APPROXIMATELY 4.5 KILOMETERS (CMS) SOUTH OF THE REPORTED CRASH SITE. THE CRASH SITE IS LOCATED APPROXIMATELY ONE KM NORTH OF HILL 1084 IN A DEPRESSION FLANKED BY TWO FINGERS. THESE FINGERS SHARPLY DROP TO A RIVER VALLEY BELOW. THE AREA IS CATEGORIZED BY EXTREMELY STEEP SLOPES, NUMEROUS WATERFALL AND NARROW MOUNTAIN VALLEYS. WATER IS

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TOR:141552Z JAN 75 SAIG

PLENTIFUL BECAUSE DMJDD H NAL MONSOONS, WHICH ALSO ACCOUNTS FOR LOW CEILINGS AND DAILY RAINFALL. MOVEMENT IN THE AREA IS DIFFICULT EXCEPT ON ESTABLISHED TRAILS (NONE WERE OBSERVED) AND ALONG THE RIVER VALLEYS. THE LIKELY AVENUES OF APPROACH TO THE CRASH SITE WOULD BE FROM AN ESTABLISHED TRAIL NETWORK ALONG RIDGELINES (AGAIN, NONE NOTED) OR ALONG MORE GRADUALLY DECLINING FINGERS. THE NEAREST THE VALLEY OF THE SONG CAU RIVER COMES TO THE CRASH SITE IS THREE KMS (WITH THE SITE BEING DUE EASTWARD), WHERE THE RIVER SWINGS IN A WESTWARD ARC BEFORE CONTINUING ITS EASTWARD DIRECTION ABOUT 12 KMS SOUTH OF THE SITE.

B. SECURITY ASSESSMENT:

ENEMY UNITS IN THE AREA INCLUDE THE VC KHAN SON DISTRICT UNIT WITH A REPORTED STRENGTH OF 23 MEN. SECTOR ESTIMATES A FORCE OF 250 LOCAL VILLAGE GUERRILLAS IN CAM LAN DISTRICT, HOWEVER, ONLY 50 OF THEM ARE BELIEVED TO BE ARMED. THE ONLY PROVINCE MAIN FORCE UNIT IN THE AREA IS THE 407TH SAPPER BATTALION WITH 305 MEN. THE 407TH'S BASE AREA IS LOCATED APPROXIMATELY 12 KMS SE OF THE CRASH SITE (BP 8132) AND THEIR AREA OF OPERATION IS THE CAM RANH BAY AREA. THE DISTANCE BETWEEN THE SITE AND THEIR BASE AREA WOULD PRECLUDE ANY IMMEDIATE REACTION TO AN INCURSION INTO THE SITE.

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TOR:141552Z JAN 75 SAIG

C. IDENTIFICATION OF AIRCRAFT:

INTERVIEWS WITH THE PILOTS, CO-PILOTS AND OBSERVERS ON THE TWO AIR AMERICA HELICOPTERS THAT HOVERED OVER THE CRASH SITE, PLUS EXAMINATION OF OVER 75 PHOTOGRAPHS OF THE SITE AND WRECKAGE BY A TRAINED PHOTO INTERPRETER, INDICATE THAT THE CRASH IS A RECENT ONE (THE BROKEN BOUGHS OF THE TREES STILL HAD WILTED LEAVES ON THEM) AND THAT IT IS A C-123 AIRCRAFT. THOSE PIECES LARGE ENOUGH TO BE SEEN WERE OF THE PROPER DIMENSIONS FOR A C-123 AIRCRAFT AND ONE PIECE HAS BEEN TENTATIVELY IDENTIFIED AS THAT OF A C-123 JET POD. WHILE IT IS NOT POSSIBLE TO POSITIVELY IDENTIFY THE DOWNED AIRCRAFT AS THE MISSING C-123/ST-1, THERE HAVE BEEN NO REPORTS OF ANY RECENT PLANE CRASHES IN THE AREA OF THE CRASH SITE. THE CRASH SITE IS APPROXIMATELY TWO KMS SOUTH OF THE EXPECTED FLIGHT PATH OF THE MISSING C-123.

D. WEATHER:

WEATHER IN CRASH SITE HAS BEEN AND CONTINUES TO BE BROKEN, VARIABLE 3000 TO 9000 FEET WITH SCATTERED TO BROKEN CLOUDS AT 4000 TO 7000 FEET. WEATHER AS OF 0800 (L) 14 JANUARY REPORTED TO BE SCATTERED AT 2500 AND 4000 FEET; OVER CAST AT 9000 FEET. MOUNTAIN TOPS CONTINUE TO BE CLOUD COVERED. WEATHER FORECAST UNTIL 1600 (L) 14 JANUARY IS 4000 FEET SCATTERED, OVERCAST AT 10000 FEET WITH RAIN.

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TOR:141552Z JAN 75 SAIG

E. AIRCRAFT USED TO DATE IN SAR:

(1) AIR AMERICA

DATE	AIRCRAFT	HOURS
3 JAN	HELICOPTER	1 PLUS 00
4 JAN	HELICOPTER	13 PLUS 15
4 JAN	VOLPAR	9 PLUS 40
5 JAN	HELICOPTER	6 PLUS 30
6 JAN	HELICOPTER	4 PLUS 20
6 JAN	VOLPAR	2 PLUS 55
7 JAN	HELICOPTER	5 PLUS 50
7 JAN	VOLPAR	2 PLUS 10 (b)(1) (b)(3)(n)
8 JAN	HELICOPTER	13 PLUS 15
8 JAN	VOLPAR	5 PLUS 10
9 JAN	VOLPAR [redacted]	PLUS 30 ESTIMATED TIME OVER AREA)
9 JAN	VOLPAR [redacted]	2 PLUS 30 (POSITION AT NHA TRANG)
10 JAN	VOLPAR [redacted]	2 PLUS 30 (POSITION AT NHA TRANG)
	TOTAL	69 PLUS 35

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(b)(3)(c)

ACTION #

PAGE 06~~08~~ IN 464890

TOR: 141552Z JAN 75 SAIG

(2) VNAF

DATE	AIRCRAFT	HOURS
4-6 JAN	HELICOPTER	9 PLUS 30
	L-19	6 PLUS 00
	TOTAL GVU	15 PLUS 30

SECRET

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PAGE 01-01 IN 462770

TOR: 120410Z JAN 75 SAIG

~~SECRET~~ 120404Z JAN 75 STAFF

CITE SAIGON

(b)(3)(c)

TO: IMMEDIATE DIRECTOR INFO PRIORITY NHA TRANG,

REF: SAIGON

(b)(1)
(b)(3)(n)

ZRPARKA (PART II)

TIME OF REPORT 1200(L) 12 JANUARY 1975

SEARCH AND RESCUE:

NO ADDITIONAL INFO AVAILABLE AT THIS TIME.

E2 IMPDET

~~SECRET~~

APPROVED FOR RELEASE DATE: 09-Dec-2013

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APPROVED FOR RELEASE DATE: 09-Dec-2013

FORM JU2UB
7-71 MFG. 3/74

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PAGE 01 IN 464301

TOR:140937Z JAN 75 NHTR

SECRET 140927Z JAN 75 STAFF (b)(3)(c)

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON.

REF: DIRECTOR

(b)(1)
(b)(3)(n)

1. DEPUTY CHIEF OF MISSION, NOTIFIED CONGEN ON 14 JAN THAT CONGEN HAD "GREEN LIGHT" FOR RECOVERY OPERATION. CONGEN SUBSEQUENTLY TALKED WITH , CHIEF OF JOINT CASUALTY RESOLUTION CENTER LIAISON OFFICE, (JCRC), AND (b)(6) OF JCRC IN SAIGON. LATTER HAS READ TRAFFIC FROM CONGEN NHA TRANG ON CRASH AND LOOKED AT PHOTOS OF CRASH SITE AVAILABLE IN SAIGON. WILL TRAVEL TO NHA TRANG MORNING OF 15 JAN TO MEET WITH BASE, CONGEN AND LOCAL JCRC REPS TO MAP OUT PLANS FOR RECOVERY OPERATION. WILL ADVISE RESULTS.

2. NO FILE. E2 IMPDET.

SECRET

C06116989

FORM 3020b
7-71 MFG. 3/74

APPROVED FOR RELEASE DATE: 09-Dec-2013

CABLE SEC DISSEM BY /S PER TOTAL COPIES 25 RUN BY

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PAGE 01 IN 456952

TOR: 060844Z JAN 75 SAIG

S E C R E T 060825Z JAN 75 STAFF

(b)(3)(c)

CITE SAIGON

TO: IMMEDIATE DIRECTOR INFO PRIORITY NHA TRANG.

REF: SAIGON

(b)(1) ZRPARKA (PART II)
(b)(3)(n)

TIME OR REPORT 1200(L) 6 JANUARY 1975

SEARCH AND RESCUE:

A. WX CONTINUES TO HAMPER SAR EFFORT. SAR SUSPENDED DUE TO BAD WX IN BOTH NHA TRANG AND DALAT AREAS AT 1100(L).

B. AIR AMERICA CHOPPER (12F) ON SEARCH MISSION REPORTED TAKING SMALL ARMS FIRE AT 1000(L) 6 JANUARY AT COORDINATES BP 5944. AIRCRAFT NOT HIT. E2 IMPDET

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TOR: 031057Z JAN 75 SAIG [redacted]

SECRET 031236Z JAN 75 STAFF

CITE SAIGON [redacted]

TO: IMMEDIATE DIRECTOR, (b)(3)(c)

[redacted]

[redacted]

ZRPARKA [redacted] (PART 1) (b)(1) (b)(3)(n)

1. C123K 54-0625 (ST-1) CHINA AIRLINES

2. MISSING

3. 02/0825Z

4. UNKNOWN

5. A40B CUSTOMER, CARGO AIRLIFT FROM DALAT (V-08) TO NY TRANG (V-07)

6. [redacted] (b)(6)

PASSENGERS: JAMES RAWLINGS ASSIGNED NHA TRANG AS LOGISTICS OFFICER FOR NHA TRANG BASE. ONE NHA TRANG FILIPINO EMPLOYEE AND UNDISCLOSED NUMBER OF VIETNAMESE.

7. UNKNOWN

8. WEATHER AT DALAT UNKNOWN, NHA TRANG WEATHER REPORTED AS 3/8 AT 2000 FT, 4/8 AT 3000 FT, 6/8 AT 7000 FT, LIGHT RAIN VISIBILITY 4

SECRET

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C06116990

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RF. FILE. VR.

(b)(3)(c)

~~PAGE~~ Ø2-Ø2 IN 455730

TOR:Ø31Ø57Z JAN 75 SAIG

TO 5 MILES. AT Ø925Z AN AIR AMERICA CHOPPER PICKED UP AN EMERGENCY BEEPER BETWEEN NHA TRANG (V-Ø8) AND PHAN THIET (V-11). VNAF AND AIR AMERICA AIRBORNE ON SEARCH FROM NHA TRANG AT Ø93ØZ. GENERAL CARGO ON BOARD, NO CLASSIFIED CARGO. AIRCRAFT RECORDS DO NOT INDICATE THAT AIRCRAFT HAS EMERGENCY BEEPER INSTALLED. ROUTE OF FLIGHT REPORTED AS SECURE AREA. E2 IMPDET

APPROVED FOR RELEASE DATE: 09-Dec-2013

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FORM 3020b
7-71 MFG. 3/74

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PAGE 01 IN 485557

TOR: 151039Z JAN 75 NHTR

(b)(1)
(b)(3)(n)

SECRET 151000Z JAN 75 STAFF

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON,

(b)(3)(c)

REF: SAIGON

ZRPARAKA (PART II)

TIME OF REPORT 1800 (L) 15 JANUARY 1975

RECOVERY (b)(6)

1. BASE, CONGEN AND LOCAL JCRC REP HELD LENGTHY DISCUSSION WITH OPS OFFICER SAIGON, ON MORNING OF 15 JAN. TALKS WERE GOOD FIRST PLAKNING SESSION IN THAT ALL CONCERNED ARE NOW MORE FAMILIAR WITH WHAT IS WANTED AND NEEDED TO COMPLETE MISSION.

2. FIRST OF TWO AREAS OF JCRC CONCERN IS CURRENT THREAT ASSESSMENT. BEFORE JCRC WILL LAUNCH A MISSION THERE MUST BE AGREEMENT BY ALL PARTIES THAT THREAT IS LOW TO MODERATE. WHILE ACTUAL MILITARY SITUATION AS SPELLED OUT IN PARA 1B OF SAIGON PUTS ASSESSMENT IN THAT RANGE, DAO SAIGON SAYS THAT FACT OF INTENSE SEARCH ACTIVITY IN VICINITY OF CRASH SITE RAISES THE THREAT

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09-Dec-2013

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FORM 3020b
7-71 MFG. 3/74

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PAGE 02 IN 465557

TOR: 151039Z JAN 75 NHTR

ASSESSMENT TO MODERATE TO HIGH. AS RESULT THERE WILL HAVE TO BE A SUFFICIENT COOLING OFF PERIOD IN AREA OF CRASH SITE TO BRING THE ASSESSMENT BACK INTO THE ACCEPTABLE RANGE. NO DEFINITE TIME WAS MENTIONED BUT [redacted] (b)(6) SAID IT COULD BE AS LONG AS 15 DAYS. THE BASE AND CONGEN ARE PREPARING AN UPDATED SECURITY REVIEW DESIGNED TO ADDRESS THIS SPECIFIC REQUIREMENT AND WILL FORWARD IT TO THE EMBASSY VIA THE CONGEN SOONEST.

3. THE SECOND REQUIREMENT BEFORE JCRC WILL UNDERTAKE MISSION IS THAT THE LANDING ZONE AT THE CRASH SITE MUST BE SECURE. THERE MUST BE POSITIVE COMMO FROM THE LANDING ZONE TO THE JCRC TEAM INDICATING SECURE LZ BEFORE THE TEAM WILL GO IN. THIS INVOLVES QUESTIONS OF WHAT SECURITY FORCES TO USE, HOW TO PUT THEM IN THE AREA, WHERE TO PUT THEM AND HOW MANY MEN AND CHOPPERS WILL BE NEEDED? ON THIS POINT CAPT WOOD TALKED TO HIS SAIGON HQS BY PHONE AND RECOMMENDED THAT THE JCRC OFFICER WHO WILL BE IN CHARGE OF THE MISSION COME TO NHA TRANG AND MAKE A RECON OF THE CRASH SITE IN AN AA CHOPPER. HE WILL THEN BE ABLE TO MAKE SPECIFIC REQUESTS FOR SUPPORT THAT BASE

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FORM 3020b
7-71 MFG. 3/74

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[redacted] PAGE 03 IN 465557

TOR: 151039Z JAN 75 NHTR [redacted]

AND CONGEN CAN FOLLOW UP ON WITH GVN AS APPROPRIATE.

[redacted] SAID IT MAY BE POSSIBLE TO HAVE THE OFFICER IN QUESTION IN COUNTRY FROM HIS BASE IN THAILAND BY FRIDAY 17 JAN. ONCE THIS RECON FLIGHT IS ACCOMPLISHED WE CAN BEGIN THE COOLING OFF PERIOD MENTIONED ABOVE.

4. PLAN RUN [redacted] ON 16 JAN. IN ADDITION TO MORE INFO ON CRASH SITE AND DOWNED AIRCRAFT, THIS WILL PROVIDE INFO ON THE SURROUNDING TERRAIN TO ASSIST JCRC TEAM TO MAKE DECISION ON HOW BEST TO APPROACH THE SITE AND CONDUCT THE MISSION. (b)(1) (b)(3)(n)

(b)(6)

5. BASE AND LOCAB JCRC REP HAVE BEGUN PULLING TOGETHER MEDICAL RECORDS OF VIETNAMESE ON BOARD FOR IDENTIFICATION USE. REQUEST SAIGON PASS TO [redacted] MEDICAL RECORDS OF MR, RAWLINGS AND THAT HQS TRY AND GET AND FORWARD TO SAIGON A COPY OF MR. RAWLINGS DENTAL RECORD. ALSO REQUEST SAIGON ASK ECCI TO PROVIDE SIMILAR RECORDS ON [redacted] [redacted] WILL REQUEST FROM AA SAIGON INFO ON SERIAL NUMBERS OF ST/1 AND ALL RELATED EQUIPMENT ON BOARD SO THAT TEAM WILL HAVE INFO TO WORK FROM FOR POSITIVE IDENTIFICATION OF AIRCRAFT.

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FORM 3020b
7-71 MFG. 3/74

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[redacted]

PAGE 04 IN 465557

TOR:151039Z JAN 75 NHTR [redacted]

SEARCH AND RESCUE

1. WHILE MOST OBSERVERS CONVINCED CRASH SITE IN QUESTION IS ST/1, THERE NO POSITIVE IDENTIFICATION TO DATE AND PROBABLY WILL NOT BE ANY UNTIL ACTUAL RECOVERY MISSION COMPLETED, WHICH COULD BE SEVERAL WEEKS OFF. AS RESULT AND TO BE SURE WE HAVE COVERED AS MUCH OF THE SEARCH AREA AS POSSIBLE, AS EARLY AS POSSIBLE PLAN LAUNCH ADDITIONAL SEARCH MISSION ON 16 JAN TO COVER THOSE SPECIFIC AREAS NOT PREVIOUSLY COVERED WHERE A CRASH COULD HAVE TAKEN PLACE. THIS WILL ALSO DIVERT VC ATTENTION AWAY FROM CURRENT CRASH SITE.

2. WEATHER IN NHA TRANG AREA WAS CLEAR TODAY FOR FIRST TIME SINCE CRASH. WE HOPING FOR MORE OF SAME TOMORROW.

OTHER

(b)(6) 1. [redacted] AND LOCAL JCRC REP WENT SAIGON AFTERNOON OF 15 JAN.

2. CONGEN SENDING PARALLEL MESSAGE, NUMBER 0033.

E2 IMPDET

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PAGE 01 IN 462946

TOR: 130438Z JAN 75 SAIG

S E C R E T 130425Z JAN 75 STAFF

CITE SAIGON

TO: IMMEDIATE DIRECTOR INFO PRIORITY NHA TRANG.

(b)(3)(c)

REFS: A. SAIGON

(b)(1) B. SAIGON
(b)(3)(n)

C. SAIGON

ZRPARKA (PART 11)

TIME OF REPORT 1200(L) 13 JANUARY 1975

SEARCH AND RESCUE:

PLANS CANCELED PER REF C. NO ADDITIONAL INFO AVAILABLE AT THIS TIME.

E2 IMPDET

S E C R E T

APPROVED FOR RELEASE DATE: 09-Dec-2013

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IN 455993

TOR: 031556Z JAN 75 SAIG

SECRET 031535Z JAN 75 STAFF

(b)(3)(c)

CITE SAIGON

TO: IMMEDIATE DIRECTOR INFO PRIORITY TAIPEI, NHA TRANG.

(b)(1)
(b)(3)(n)

NIACT DIRECTOR

REFS: A. DIRECTOR

B. SAIGON SERVICE

1. REF B SERVICE MESSAGE GAVE CORRECTED DATE TIME GROUP.

2. COMPUTATION OF FLIGHT TIME WITH FUEL ON BOARD AIRCRAFT INDICATES TECHNICALLY ACFT SHOULD BE CONSIDERED DOWN AT 1900 (L) 3 JANUARY. PRIOR TO DARKNESS CHOPPERS CHECKED C123 FLIGHT ROUTE NEAREST NHA TRANG (V07) WITH NIL RESULTS.

3. AT 2000 (L) 3 JANUARY VNAF REPORTED COMPLETING INVENTORY OF ALL AIRFIELDS UNDER THEIR CONTROL AND C-123 (ST-1) WAS NOT REPORTED AT ANY OF THESE.

4. VTB/77Z SCHEDULED DEPART V01 (SAIGON) 0630 (L) 4 JANUARY TO ACT AS CONTROL AIRCRAFT FOR SAR EFFORT. WILL PROVIDE STATUS REPORT OF SAR EFFORT AT 1200 (L) 4 JANUARY.

62 IMPDET

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APPROVED FOR RELEASE DATE: 09-Dec-2013

71 MFG. 3/74

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PAGE 01-01 IN 462415

TOR:110554Z JAN 75 SAIG

SECRET 110514Z JAN 75 STAFF

CITE SAIGON

(b)(3)(c)

TO: IMMEDIATE NHA TRANG INFO DIRECTOR.

NIACT NHA TRANG

(b)(1)
(b)(3)(n)

1. FOLLOWING REVIEW OF CHOPPER PHOTOS OF SUSPECTED C-123 (ST-1) CRASH SITE AND DISCUSSIONS WITH PI SPECIALIST STATION OF THE OPINION WILL NOT ADD TO FURTHER IDENTIFICATION OF AIRCRAFT. ACCORDINGLY WE PROPOSE CANCELING FURTHER PLANS FOR OF CRASH SITE.

2. WOULD LIKE BASE, IN CONCERT WITH CONGEN, PROVIDE RECOMMENDATIONS FOR NEXT COURSE OF ACTION. E2 IMPDET.

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C06116995
APPROVED FOR RELEASE DATE: 09-Dec-2013

7-71 MFG. 3/74

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PAGE 01 IN 469379

TOR:191057Z JAN 75 NHTR

SECRET 190942Z JAN 75 STAFF

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON.

REF: NHA TRANG

ZRPARKA (PART II)

TIME OF REPORT 1800 (L) 19 JANUARY 1975

RECOVER

1. , JCRC FIELD TEAM LEADER, MADE SUCCESSFUL RECON OF CRASH SITE MORNING OF 19 JAN. WAS OVER SITE APPROX ONE HOUR AND SAYS HE HAS ALL THE INFO HE NEEDS TO PLAN MISSION.

2. IS CONFIDENT CRASH IS RECENT ONE AND PROBABLY A C-123 AIRCRAFT, FROM DEBRIS HE ABLE OBSERVE THINKS BOTTOM OF PLANE TORN OPEN AT POINT OF FIRST IMPACT AND THAT IT THEN BEGAN TO DISINTEGRATE, SPREADING PARTS ALONG WAY TO FINAL IMPACT AREA, APPROX 600 FT AWAY. SINCE ONLY AREA HE WOULD FIND TO LAND JCRC TEAM IS A FINAL IMPACT POINT HE WILL HAVE TO WORK HIS WAY BACK ALONG CRASH PATH TO RECOVER IDENTIFIABLE OBJECTS. GIVEN DIFFICULT TERRAIN AND DISTANCE INVOLVED HE ESTIMATES THIS AS ALL DAY JOB.

SECRET

(b)(3)(c)

(b)(1)
(b)(3)(n)

(b)(6)

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APPROVED FOR RELEASE DATE: 09-Dec-2013

FORM 3020b
7-71 MFG. 3/74

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[redacted]

PAGE 02 IN 469379

TOR:191057Z JAN 75 NHTR [redacted]

3. [redacted] HAS PREPARED COMPLETE REPORT AND WILL HAND CARRY TO JCRC HQS IN THAILAND ON TUESDAY, 22 JAN. HE WILL ALSO HAVE WITH HIM ADDITIONAL PHOTOS OF CRASH SITE HE TOOK AND COLOR SLIDES TAKEN BY CHOPPER CREW.

(b)(6) 4. AT THIS POINT [redacted] ESTIMATES WE WILL NEED GVN SUPPORT OF THREE/FOUR CHOPPERS TO LIFT IN ONE COMPANY OF MEN TO SECURE THE AREA, PLUS TWO GUNSHIPS FOR FIRE SUPPORT. [redacted] AND BASE WILL BRIEF CONGEN SPEAR ON THESE NEEDS ALONG WITH FULL REPORT, WHEN LATTER RETURNS TO NHA TRANG TOMORROW, 20 JAN.

(b)(1)
(b)(3)(n)

5. [redacted] RUN WAS ATTEMPTED MORNING OF 19 JAN WITH POSSIBLE PARTIAL RESULTS. AIRCRAFT WAS IN THE AREA OF THE CRASH SITE FROM SAIGON BY ABOUT 1100 HOURS AND BEGAN ITS RUN, BUT HAD ELECTRONIC DIFFICULTIES AND RETURNED DIRECTLY TO SAIGON. CREW THINKS IT MAY HAVE GOTTEN SOME FOOTAGE BEFORE PROBLEMS DEVELOPED. IN VIEW OF SUCCESSFUL RECON AND ADDITIONAL PHOTOS TAKEN BY [redacted] AND CHOPPER CREW DO NOT THINK [redacted] COVERAGE IS NOW AS SIGNIFICANT AS BEFORE. INTEND THEREFORE TO STAND DOWN ANY FURTHER [redacted] ATTEMPTS UNTIL WE DETERMINE THAT IT IS NECESSARY FOR COMPLETION OF RECOVERY MISSION.

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APPROVED FOR RELEASE DATE: 09-Dec-2013

FORM 3020b
7-71 MFG. 3/74

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PAGE 03 IN 469379

TOR:191057Z JAN 75 NHTR

SEARCH AND RESCUE

1. WERE ABLE CONDUCT SUCCESSFUL SEARCH MISSION AFTERNOON OF 19 JAN. COVERED ALL HIGH GROUND, RIDGES, AND MT TOPS ALONG PROBABLE FLIGHT PATH OF ST/1 WHICH NOT COVERED IN PREVIOUS SEARCH MISSIONS.

2. GIVEN TERRAIN WE SEARCHING COULD NEVER SAY HAVE COVERED EVERY POSSIBILITY, BUT SINCE WE HAVE COVERED ALL OBVIOUS AREAS AND DO HAVE A PROBABLE CRASH SITE TO INVESTIGATE PLAN CALL OFF ANY FURTHER SEARCH MISSIONS. HAVE THEREFORE RELEASED STANDBY CHOPPER FOR TOMORROW, 20 JAN.

OTHER

AIRCRAFT USED IN RECOVERY AND SAR:

(b)(1)
(b)(3)(n)

VOLPAR [redacted] 3 HOURS (POSITION AT NHA TRANG AND RETURN SAIGON)

VOLPAR [redacted] PLUS 45 (ESTIMATE TIME OVER AREA)

HELICOPTER (RECOVERY) 2 HOURS

HELICOPTER (SEARCH) 2 HOURS PLUS 45

TOTAL 8 HOURS PLUS 30

E2 IMPDET

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C06116986
APPROVED FOR RELEASE DATE: 09-Dec-2013

FORM 302
-71 MFG. 3/74

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PAGE 01 IN 458042

TOR:071024Z JAN 75 NHTR

SECRET 071010Z JAN 75 STAFF

(b)(3)(c)

CITE NHA TRANG

TO: IMMEDIATE SAIGON INFO DIRECTOR.

(b)(1)
(b)(3)(n)

REF: SAIGON

1. ATTEMPT THIRD SIGHTING AT 1405 (L) 7 JAN ABORTED AT 14 -8/)) DUE CLOUD COVER AT SITE. ACCORDINGLY STILL UNABLE CONFIRM IF C-123/ST-1, BUT PROCEEDING ON BASIS THAT IT IS.

2. KHANH HOA PROVINCE CHIEF WITH APPROVAL MR-2 COMMAND WILL AIRLIFT VIA VNAF CHOPPER ARMED UNIT TO LZ APPROX 0700 (L) 8 JAN. ONCE GROUND SECURE, PLAN IS FOR AAM TEAM BE LIFTED BY AAM CHOPPER TO LZ WHICH MAY BE TWO TO FOUR HOUR CLIMB TO WRECK. THIS PLAN UNDER DISCUSSION WITH AAM TEAM WHICH ARRIVED FROM SAIGON 1700 (L) 7 JAN. BASE NOW ACTING AS COORDINATOR BETWEEN AAM TEAM AND GVN AGENCIES. E2 IMPDET.

*PORTION GARBLED – BEING SERVICED.

SECRET

C06116997

APPROVED FOR RELEASE DATE: 09-Dec-2013

7-71 MFG. 3/74

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PAGE 01 IN 465369

TOR: 150606Z JAN 75 SAIG

S E C R E T 150417Z JAN 75 STAFF

CITE SAIGON

TO: IMMEDIATE DIRECTOR, IMMEDIATE NHA TRANG,

(b)(3)(c)

(b)(1)
(b)(3)(n)

REF: SAIGON

ZRPARKA (PART II)

TIME OF REPORT 1200 (L) 15 JANUARY 1975

RECOVERY

1. AS SCENE OF ACTIVITY HAS SHIFTED FROM SAIGON TO NHA TRANG, NHA TRANG BASE WILL ASSUME RESPONSIBILITY, EFFECTIVE 15 JAN 1975, FOR DUPLEX ZRPARKA (PART 1) REPORTING UNTIL FURTHER NOTICE.

2. FIRST NHA TRANG ZRPARKA (PART II) REPORT SHOULD BE FILED CIRCA 1800 (L) 15 JAN 75 AND SHOULD INCLUDE RESULTS OF TODAY'S PLANNING SESSIONS WITH JCRC. E2 IMPDET.

S E C R E T

C06116968
APPROVED FOR RELEASE DATE: 09-Dec-2013

-71 MFG. 3/74

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PAGE 01-01 IN 456702

TOR:050438Z JAN 75 SAIG

S E C R E T 050415Z JAN 75 STAFF

CITE SAIGON

(b)(3)(c)

TO: IMMEDIATE DIRECTOR INFO NHA TRANG

(b)(1)
(b)(3)(n)

ZRPARKA (PART II)

TIME OF REPORT 1200 (L) 5 JANUARY

SEARCH AND RESCUE:

(1) WX IN CG 2 AREA CONTINUES TO HAMPER SAR EFFORT.

(2) NO WRECKAGE SIGHTED AS OF TIME OF REPORT. LEAD REPORTED IN SAIGON HAS BEEN NEGATED. E-2 IMPDET

C06116988
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JRM 3020b
7-71 MFG. 3/74

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PAGE 01 IN 455732

TOR: 031057Z JAN 75 SAIG

SECRET 031236Z JAN 75 STAFF (b)(3)(c)

CITE SAIGON

TO: IMMEDIATE DIRECTOR,

NIACT

(b)(1)
(b)(3)(n)

ZRPARKA (PART 1)

1, C123K 54-0625 (ST-1) CHINA AIRLINES

2, MISSING

3, 02/0825Z

4, UNKNOWN

5, A40B CUSTOMER, CARGO AIRLIFT FROM DALAT (V-08)
TO NY TRANG (V-07)

6, (b)(6)

PASSENGERS: JAMES RAWLINGS ASSIGNED NHA TRANG AS LOGISTICS OFFICER FOR NHA TRANG BASE. ONE NHA TRANG FILIPINO EMPLOYEE AND UNDISCLOSED NUMBER OF VIETNAMESE.

7, UNKNOWN

8, WEATHER AT DALAT UNKNOWN, NHA TRANG WEATHER REPORTED AS 3/8 AT 2000 FT, 4/8 AT 3000 FT, 6/8 AT 7000 FT, LIGHT RAIN VISIBILITY 4

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T 684355 EIA410 ~~PAGE~~ 02-02 IN 455730

TOR:031057Z JAN 75 SAIG 85063

TO 5 MILES. AT 0925Z AN AIR AMERICA CHOPPER PICKED UP AN EMERGENCY BEEPER BETWEEN NHA TRANG (V-08) AND PHAN THIET (V-11). VNAF AND AIR AMERICA AIRBORNE ON SEARCH FROM NHA TRANG AT 0930Z. GENERAL CARGO ON BOARD. NO CLASSIFIED CARGO. AIRCRAFT RECORDS DO NOT INDICATE THAT AIRCRAFT HAS EMERGENCY BEEPER INSTALLED. ROUTE OF FLIGHT REPORTED AS SECURE AREA. E2 IMPDET

SECRET

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71 MFG. 3/74

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PAGE 01 IN 469126

TOR:180947Z JAN 75 NHTR

(b)(3)(c)

SECRET 180930Z JAN 75 STAFF

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON.

REF: NHA TRANG

(b)(1)
(b)(3)(n)

ZRPARKA (PART II)

TIME OF REPORT 1800 (L) 18 JANUARY 1975

RECOVERY

1. REGRET BAD WEATHER PREVENTED ANY MISSION IN AREA OF CRASH SITE. CLOUD COVER NEVER REACHED ABOVE APPROX 2,000 FT LEVEL, WITH CRASH SITE AT APPROX 3,500 FT.

2. AIRCRAFT IS ON STANDBY IN SAIGON. FORECAST FOR TOMORROW IS FOR 2,000 TO 4,000 FT CEILING WITH MARGINAL CONDITIONS OF BROKEN CLOUDS UNDER THE CEILING.

SEARCH AND RESCUE

1. NO SEARCH MISSIONS POSSIBLE DUE BAD WEATHER.

2. VOLPAR AND ONE CHOPPER AND CREW ON STANDBY IN NHA TRANG IF WE GET BREAK IN WEATHER. E2 IMPDET

SECRET

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PAGE 01 IN 456644

TOR: 041311Z JAN 75 SAIG _____

SECRET 041245Z JAN 75 STAFF (b)(3)(c)

ITE SAIGON _____

O: IMMEDIATE DIRECTOR. (b)(1) (b)(3)(n)

_____

1. RE MISSING C-123 AIRCRAFT WHICH CARRIED STATION OFFICER MR. JAMES RAWLINGS.

2. LATE AFTERNOON (LOCAL) 4 JAN INFO RECEIVED THROUGH VIETNAMESE POLICE CHANNELS THAT WRECKAGE SIGHTED NEAR SONG MAU, BINH THUAN PROVINCE, NEAR VIETNAM AIR STRIP 18. COORDINATES BN 309470, IN GVN CONTROLLED AREA.

3. AIR AMERICA VOLPAR REACHED SCENE AS DARKNESS DESCENDED. PILOT REPORTS INDICATIONS THERE MAY BE WRECK BUT DECLINES TO STATE DEFINITELY IN VIEW EXTREME POOR VISIBILITY.

4. ARRANGEMENTS MADE FOR BINH TUAN PROVINCE CHIEF AND STATION OFFICER TO ARRIVE AT LOCATION SHORTLY AFTER 0700 HOURS LOCAL 5 JAN.

5. WILL ADVISE FURTHER ASAP. E2 IMPDET.

SECRET

C06117002
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(b)(6)

RCA COMMUNICATIONS, INC.
A SERVICE OF RADIO CORPORATION OF AMERICA
1812 M STREET, N.W. TEL FE. 8-7500

YW21

FB261 FU125

TAIPEI 36 9 2145

1963 SEP 9 AM 9

CATAIR WASHINGTONDC

REC'D WAS SEP 9 1963

TP224 TP221 SZVTE LATEST REPORT WRECKAGE POSITIVELY IDENTIFIED B150 BUT ENTRY NOT YET EFFECTED TO DETERMINE WHETHER REMAINS INSIDE ACCURACY PRIOR REPORT ONE REMAINS NOW QUESTIONABLE DUE LOAD INCLUDED 300 KILOS FRESH MEAT

4 - 9/10/63

CIA REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

NY 6 RS-ACR

American Cable & Radio System

"Via Commercial" "Via Marconi Radio"

AN IT&T ASSOCIATE

REC'D WAS OCT 19 1963 GWS

2:55 pm

AW1328 O 1963 OCT.19 AM 8:25 GC

WDA288G/TH283

TAIPEI 83 19 2009

CATAIR WASHINGTONDC

TP249 TP224 SZVTE REPORTS AMEMB RECEIVED ADVICE FROM PL SOURCE THAT CHENEY HERRICK DECEASED ALL OTHER CREW MEMBERS CAPTIVE AND ALL RIGHT STOP WE ADVISING NOK RESIDENT FE OF REPORT BUT THAT WE UNABLE CONFIRM ACCURACY AND AGAINST REACHING HASTY CONCLUSIONS IN ABSENCE MORE SUBSTANTIAL INFORMATION ASSUME YOU WILL WISH ADVISE NOK THERE SIMILARLY PRESS AWARE SOMETHING NEW AND SZVTE ANTICIPATES PRESSURE FOR STATEMENT WHICH ALREADY CLEARED WITH AMEMB HOWEVER WE RELUCTANT MAKE PUBLIC STATEMENT UNTIL MORE POSITIVE EVIDENCE AVAILABLE

COL TP249 TP

A C & R FACSIMILE RECEIVING BLANK

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C06117004

APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

Cheney

MGDR

15 October 1963

AMGDR

B-150 Accident

[redacted] of Department of State, Office of Southeast Asian Affairs, called at approximately 3:30 P.M. today to advise that he has heard through State Department channels and through both AP and UP the following information:

The ICC went up into Laos on October 14 and at the request of the Soviet and Polish Ambassadors the Communist Pathet Lao Ministers addressed a letter to the ICC advising that the families of the Air America crew members could write to the crew members if they wished and that the Communists would deliver this mail. The Pathet Lao Ministers did or could not say how many survived or what their names are.

Simultaneously, another Communist Minister called in Ambassador Unger and stated that the Pathet Lao would permit the families to write to the prisoners, that they were being treated humanely, but that he could not say how many had survived, or who they were.

[redacted] was concerned that the press might publish a garbled version of this which would raise the hopes of the families unnecessarily, and he suggested that we call them first to caution them against premature hopes.

Should any of the families wish to write on the chance that their relative has survived, the accident, he suggested that letters be addressed as follows:

[redacted]
Office of Southeast Asian Affairs
Department of State
Washington 25, D. C.

This information was read to you in essence and with your concurrence the information was them passed by telephone to Mrs. Herrick, [redacted] and Mrs. DeBruin. Copies of the information thus transmitted are included in the files of Mr. Cheney, Mr. Herrick and Mr. DeBruin.

[redacted]

dm

C06117005

APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

MEMORANDUM

OFFICE OF PRESIDENT RECD 17 SEP 1963

TO : See Distribution

DATE: September 16, 1963

FROM : DP

REF. No. PND-DP-63/1996

SUBJECT: Board of Review Meeting - B-150

REC'D WAS SEP 20 1963

Pursuant to the provisions of the Personnel Manual, Chapter: Termination; Section: Benefits due to Death, Capture or Internment, the Board of Review shall meet in the Conference Room of the Head Office, Taipei, at 1100L, Tuesday, September 17, 1963. If any of the Board members of those requested to attend are unable to be present, please notify this office at your earliest convenience so that a new time and date satisfactory to all may be arranged.

Individuals on board B-150 at the time of its disappearance:

Reserve Captain	- Joseph Curtis Cheney II
Senior First Officer	- Charles Grant Herrick
Flight Radio Operator	-
Air Freight Specialist	-
Three Air Freight Dispatchers	- The other two Air Freight Dispatchers' names unknown

Information is incomplete at this time as to whether the individuals survived the accident and, if so, their whereabouts. However, the Board of Review should consider the present situation in accordance with B.1. and 2. of Section: Benefits due to Death, Capture or Internment, Chapter: Termination of the Personnel Manual.

cc: President, Chairman and Member
VPSLC, Secretary and Member - Copies of Disposition & Beneficiary Forms attached
T-C, Member
DP, Member
AVP, Requested to attend
File
R/File

DRT/aw

MCDR —

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CS-4 R2

C06117006

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U.S. DEPARTMENT OF LABOR
BUREAU OF EMPLOYEES' COMPENSATION
680 ALA MOANA, ROOM 302
HONOLULU, HAWAII 96813

May 20, 1964

REFER TO FILE NO. _____

REC'D WAS MAY 22 1964

Air America, Inc.
808 Seventeenth Street, N. W.
Washington, D. C., 20006

Attention: [redacted]

Gentlemen:

Please refer to our letter of March 24, 1964 regarding the death of two American pilots employed by you in Laos. It will be appreciated if you will let us have a prompt reply to our letter.

Very truly yours,

[redacted]
Deputy Commissioner

Copied for VPSLC & DP (via Pres) - 6/12/64

C06117006

APPROVED FOR RELEASE DATE: 09-Dec-2013

U.S. DEPARTMENT OF LABOR
BUREAU OF EMPLOYEES' COMPENSATION
15TH AND PACIFIC COMPENSATION DISTRICTS
680 ALA MOANA, ROOM 302
HONOLULU 13, HAWAII

March 24, 1964

ADDRESS REPLIES TO:
THE DEPUTY COMMISSIONER

REFER TO FILE NO. _____

REC'D WAS MAR 26 1964

Air America, Inc.
808 Seventeenth Street, N. W.
Washington, D. C., 20006

Attention: [redacted]

Gentlemen:

Our attention has been directed to a September 1963 incident involving the apparent death of two American pilots and the imprisonment of five members of the crew of a plane that was shot down in southeast Laos. These men or their survivors may be entitled to benefits under the War Hazards Compensation Act which can be found on pages 47 - 59 of the enclosed pamphlet. In cases involving disabling or fatal injuries, the matter is usually adjudicated and payments made under the Defense Base Act if applicable with subsequent reimbursements to the self-insured employer by the Secretary of Labor.

Our office in Washington has expressed an interest in this matter, and it will be appreciated if you submit forms US-202 covering the detentions and deaths, forms US-261 in the death cases, and any other explanatory or clarifying data concerning the circumstances. Please advise if you have made any payments to the decedents' next of kin and as an incidental matter what your policy is with respect to the detained employees. Are wages accruing in their behalf?

We understand your work in Laos is being taken over by Seaboard World Services, an affiliate of Seaboard World Airlines. Since we have no record concerning this company, we would appreciate your providing their address.

Very truly yours,

[redacted]

Deputy Commissioner

Enclosure

Copied for VPSLC & DP (via Pres) - 6/12/64

C06117007
APPROVED FOR RELEASE DATE: 09-Dec-2013

Cheney

(b)(6)

MEMORANDUM

RECD WAS DEC 23 1963

TO : Counsel-WAS via MGDR-WAS

DATE: December 14, 1963

FROM : DP-TPE via President-TPE

REF. No. PRD-DP-63/3725

SUBJECT : Death Certificate for Messrs. Cheney and Herrick

Reference: WC-63-3898

We enclose five copies each of the revised presumptive "Report of Death of An American Citizen" for Cheney and Herrick per referenced memo.

[redacted]

Encls.

cc: P/Files
R/File
File

DRT/aw

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CS-4A R2

C06117009
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(b)(6)

(1) Herrick
(2) Cheney

RECD W.S OCT 24 1963

CATAIR WASHINGTONDC
TP249 TP224 SZVTE REPORTS AMEMB RECEIVED ADVICE FROM PL SOURCE THAT CHENEY HERRICK DECEASED ALL OTHER CREW MEMBERS CAPTIVE AND ALL RIGHT STOP WE ADVISING NOK RESIDENT FE OF REPORT BUT THAT WE UNABLE CONFIRM ACCURACY AND AGAINST REACHING HASTY CONCLUSIONS IN ABSENCE MORE SUBSTANTIAL INFORMATION ASSUME YOU WILL WISH ADVISE NOK THERE SIMILARLY PRESS AWARE SOMETHING NEW AND SZVTE ANTICIPATES PRESSURE FOR STATEMENT WHICH ALREADY CLEARED WITH AMEMB HOWEVER WE RELUCTANT MAKE PUBLIC STATEMENT UNTIL MORE POSITIVE EVIDENCE AVAILABLE

MESSAGE CENTER
TAIPEI HEAD OFFICE
19 OCT 1963
REG NO. V 104

WASHINGTON CONFIRMATION
PRESIDENT
AVP
DP

CATAIR TAIPEI OCT. 19 1963

C06117009

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(b)(6)

DP-TPE (Via Pres.-TPE) 22 November 1963

Counsel-WAS (Via MCDR-WAS) WC-63-3898

Death Certificate for Messrs. Cheney and Herrick

The survivors of Messrs. Cheney and Herrick are having difficulty obtaining recognition by certain agencies and individuals of the Presumptive Report of the Death of an American Citizen which was issued by the American Vice-Consul in Vientiane, Laos. One of the principal items which has been causing trouble and on which the Vice-Consul could elaborate is the cause of death, which is now stated as "Official communique of Pathet Lao's spokesman". This obviously is not the cause of death, but the source of information concerning the death.

There is no information contained in the report that the individuals were killed in an airplane crash nor the location of the crash. It would seem appropriate that a revised Report of Death be issued and that this information be inserted as the cause of death. We would appreciate your attempting to obtain a revised "Report of Death of an American Citizen" from the Vice-Consul for both Messrs. Cheney and Herrick. We would also appreciate about five copies of each report in order that the survivors will have adequate official copies to give to the interested parties. The Department of State will not issue certified copies but claims that additional copies must be secured from the Embassy in Laos.

JHB:ns

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C06117618
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Form approved.
Budget Bureau No. 44-R887.2.

U. S. DEPARTMENT OF LABOR
BUREAU OF EMPLOYEES' COMPENSATION
OFFICE OF DEPUTY COMMISSIONER 680 Ala Moana, Room 302 Honolulu 13, Hawaii
Administering Longshoremen's and Harbor Workers' Compensation Act

LEAVE THIS SPACE BLANK
Case No. .....
Insurance Carrier's No. .....

Employer's First Report To Deputy Commissioner of Accident or Occupational Disease

(To be submitted direct to Deputy Commissioner within ten (10) days)

1. Employer's name Air America, Inc. (Individual or firm name)
2. Office address 808 17th Street, N.W. (Street and number) Washington, D.C. (City or town) (State)
3. Nature of business General Aviation (Goods produced, work done, or kind of trade or transportation)
4. Insurance carrier Self-insured 5. Was carrier notified? ..... When .....

6. Full name of injured employee Joseph C. Cheney II His check No. .....
7. Address: Street and No. Plernchitt Road City or town Bangkok State Thailand
8. Sex Male Age 43 Social Security No. [redacted]
9. Injured employee's regular occupation Pilot
10. Was he injured in regular occupation? Yes If not, occupation when injured .....
11. Wages or average earnings ~~per day~~, $1,050 month; ~~per week~~, $ ..... (Include overtime, bonuses, etc.) excluding
12. Working days per ~~week~~ 70 hours month Any other advantage? .....
13. Length of service in your employ 13 months Were full wages paid for day of injury? Yes

14. Place where accident occurred Approximately 5 miles northwest of Muong Phine, Laos (Give place and name of vessel)
15. Name of foreman N/A
16. Date of accident or first illness September 5, 1963 (Month, day, year) Last day worked September 5, 1963 (Month, day, year)
17. When did you or your foreman first have knowledge of injury or illness? September 5, 1963
18. Describe in full how alleged accident occurred, or how employee was exposed to alleged hazard causing illness:
Aircraft crashed after being hit by pro-Communist Pathet Lao ground fire while on a (Immediate cause of alleged accident or disease)
food supply mission to refugees
19. What (machine, tool, object, vapor, liquid, or other substance) inflicted or produced the injury or disease?
Aircraft crash (If machine, indicate part)

20. Nature of injury or occupational disease N/A (State exactly the part of the person affected and the character of injury or disease)
21. Was member or part of member lost? N/A
22. Did injury cause loss of time? N/A (Yes or No) If "yes," on what date? ....., 19.....
23. Has injured person returned to work? N/A (Yes or No) If "yes," on what date? ....., 19.....
24. Did injured person require medical attention? N/A (Yes or No)
25. Did you provide or authorize medical attention? N/A (Yes or No) When .....
26. Physician N/A (Name) (Address)
27. Hospital N/A (Name) (Address)

Firm name Air America, Inc.

Dated June 12, 19 64. (Signed) ..... (Official title) Managing Director

☆ U. S. GOVERNMENT PRINTING OFFICE: 1957—O-421372

C06117010

APPROVED FOR RELEASE DATE: 09-Dec-2013

Form Approved
Budget Bureau No. 44-R902.2

Form US-261

LEAVE THIS SPACE BLANK

CASE NO. _____

INSURANCE CARRIER'S NO. _____

U. S. DEPARTMENT OF LABOR—Bureau of Employees' Compensation
680 Ala Moana, Room 302
Office of Deputy Commissioner Honolulu 13, Hawaii
Administering Longshoremen's and Harbor Workers' Compensation Act

SUPPLEMENTAL REPORT OF EMPLOYER IN DEATH CASE

This notice, in duplicate, to be filed promptly with the Deputy Commissioner in every fatal case in addition to Form US-202, "Employer's First Report of Injury."

If this form is sent to the insurance carrier by the employer, the insurance carrier should immediately forward the same, in duplicate, to the Deputy Commissioner.

All questions should be answered fully, adding under heading of "Remarks" any further information not otherwise called for.

1. Name of employer Air America, Inc.

2. Office address: Street and No. 808 17th Street, N.W. City or town Washington, D.C.

3. Name of deceased Joseph C. Cheney II

4. Address: Street and No. Plernchitt Road City or town Bangkok, Thailand

5. Date of accident or first illness September 5, 1963 Date of death September 5, 1963

6. Place of death Laos

7. Last physician None (Name) (Address)

8. Last hospital None (Name) (Address)

9. Married Yes single _____ age _____

10. Name and address of widow or nearest relative (if relative state relationship) _____

Mrs. Bertha L. Cheney, _____ (Name) (Address)

11. Name of Insurance Carrier (not broker) Self-Insurance

REMARKS: (State fully any other facts.)

Mr. Cheney is presumed dead on the basis of a report received by the U.S. Embassy at Vientiane, Laos from a Pathet Lao spokesman. The aircraft crashed in an area under control of the pro-Communist Pathet Lao forces and the body was not recovered.

Firm name Air America, Inc.

Signed _____

Dated June 12, 1964 Official title Managing Director

GPO 873673

C06117011
APPROVED FOR RELEASE DATE: 09-Dec-2013
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Form US-202

U. S. DEPARTMENT OF LABOR
BUREAU OF EMPLOYEES' COMPENSATION

OFFICE OF DEPUTY COMMISSIONER 680 Ala Moana, Room 307, Honolulu 13, Hawaii
Administering Longshoremen's and Harbor Workers' Compensation Act

Form approved, Budget Bureau No. 44-R887.2.
LEAVE THIS SPACE BLANK
Case No. .....
Insurance Carrier's No. .....

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(To be submitted direct to Deputy Commissioner within ten (10) days)

1. Employer's name Air America, Inc. (Individual or firm name)
2. Office address 808 17th Street, N.W. (Street and number) Washington, D.C. (City or town) (State)
3. Nature of business General Aviation (Goods produced, work done, or kind of trade or transportation)
4. Insurance carrier Self-insured 5. Was carrier notified? ..... When .....

6. Full name of injured employee Charles Grant Herrick His check No. .....
7. Address: Street and No. ..... City or town Vientiane State Laos
8. Sex Male Age 44 Social Security No. [redacted]
9. Injured employee's regular occupation Pilot
10. Was he injured in regular occupation? Yes If not, occupation when injured .....
11. Wages or average earnings ~~per day~~, $ 685 monthly; ~~per week~~, $ ..... (Include overtime, bonuses, etc.) excluding
12. Working days per week 70 hours monthly Any other advantage? .....
13. Length of service in your employ 12 months Were full wages paid for day of injury? Yes

14. Place where accident occurred Approximately 5 miles northwest of Muong Phine, Laos (Give place and name of vessel)
15. Name of foreman N/A
16. Date of accident or first illness September 5, 1963 (Month, day, year) Last day worked September 5, 1963 (Month, day, year)
17. When did you or your foreman first have knowledge of injury or illness? September 5, 1963
18. Describe in full how alleged accident occurred, or how employee was exposed to alleged hazard causing illness: Aircraft crashed after being hit by pro-Communist Pathet Lao ground fire while on (Immediate cause of alleged accident or disease) a food supply mission to refugees.
19. What (machine, tool, object, vapor, liquid, or other substance) inflicted or produced the injury or disease? Aircraft crash (If machine, indicate part)
20. Nature of injury or occupational disease N/A (State exactly the part of the person affected and the character of injury or disease)
21. Was member or part of member lost? N/A
22. Did injury cause loss of time? N/A (Yes or No) If "yes," on what date? ....., 19.....
23. Has injured person returned to work? N/A (Yes or No) If "yes," on what date? ....., 19.....
24. Did injured person require medical attention? N/A (Yes or No)
25. Did you provide or authorize medical attention? N/A (Yes or No) When .....
26. Physician N/A (Name) (Address)
27. Hospital N/A (Name) (Address)

Firm name Air America, Inc.

Dated June 12, 1964 (Signed) ..... Managing (Official title) Director

☆ U. S. GOVERNMENT PRINTING OFFICE : 1957—O-421372

C06117011
APPROVED FOR RELEASE DATE: 09-Dec-2013

m Approved
Budget Bureau No. 44-R902.2

Form US-261

LEAVE THIS SPACE BLANK

CASE No. _____

INSURANCE CARRIER'S No. _____

U. S. DEPARTMENT OF LABOR—Bureau of Employees' Compensation
820 Ala Moana, Room 302
Office of Deputy Commissioner Honolulu 13, Hawaii
Administering Longshoremen's and Harbor Workers' Compensation Act

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If this form is sent to the insurance carrier by the employer, the insurance carrier should immediately forward the same, in duplicate, to the Deputy Commissioner.

All questions should be answered fully, adding under heading of "Remarks" any further information not otherwise called for.

1. Name of employer Air America, Inc.
2. Office address: Street and No. 808 17th Street, N.W. City or town Washington, D.C.
3. Name of deceased Charles Grant Herrick
4. Address: Street and No. _____ City or town Vientiane, Laos
5. Date of accident or first illness September 5, 1963 Date of death September 5, 1963
6. Place of death Laos
7. Last physician None (Name) (Address)
8. Last hospital None (Name) (Address)
9. Married Yes single _____ age 44
10. Name and address of widow or nearest relative (if relative state relationship)
Mrs. Margaret L. Herrick, (Name) (Address)
11. Name of Insurance Carrier (not broker) Self-Insurer

REMARKS: (State fully any other facts.)

Mr. Herrick is presumed dead on the basis of a report received by the U.S. Embassy at Vientiane, Laos from a Pathet Lao spokesman. The aircraft crashed in an area under control of the pro-Communist Pathet Lao forces and the body was not recovered.

Firm name Air America, Inc.

Signed _____

Dated June 12, 1964 Official title Managing Director

GPO 873673

C06117013

APPROVED FOR RELEASE DATE: 09-Dec-2013

FORM DS-322
7-71 MFG. 3/7-

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ACTION UNIT

ACTION #

INFO RF. FILE. VR

1 4
2 5
3 6

PRECEDENCE

PAGE 01 IN 457825

TOR:070455Z JAN 75 SAIG

SECRET 070440Z JAN 75 STAFF

(b)(3)(c)

CITE SAIGON

TO: IMMEDIATE DIRECTOR INFO IMMEDIATE NHA TRANG,

(b)(1)
(b)(3)(n)

REF: SAIGON

ERPARKA (PART II)

TIME OF REPORT 1200(L) 7 JANUARY 1975

SEARCH AND RESCUE:

A. WX CONTINUES TO HAMPER SAR EFFORT WITH CLOUDS COVERING HIGHER PEAKS. BOTH AAM ACFT AND VNAF CHOPPERS BEING UTILIZED IN SEARCH TODAY.

B. REPORTS OF DOWNED ACFT IN VICINITY SONG MAO (V18) FULLY INVESTIGATED WITH NEGATIVE RESULTS.

C. AAM CHOPPER (05X) REPORTS SIGHTING WRECKAGE OF C-123 AT COORDINATES BP 9745. TIME OF SIGHTING 1155(L) 7 JANUARY 1975. UNABLE TO CONFIRM IT C-123/ST-1 AT THIS TIME DUE TO CLOUDS IN AREA. SECOND SIGHTING OF WRECKAGE CONFIRMED 1220(L). FURTHER INFO FOLLOWS FROM NHA TRANG. E2 IMPDET.

pp

SECRET

C06117014
APPROVED FOR RELEASE DATE: 09-Dec-2013

FORM 7-71 ·/74

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PRECEDENCE

PAGE 01 IN 458060

TOR: 071045Z JAN 75 SAIG

SECRET 071030Z JAN 75 STAFF (b)(3)(c)

CITE SAIGON

TO: IMMEDIATE DIRECTOR INFO IMMEDIATE NHA TRANG.

(b)(1)
(b)(3)(n)

REF: SAIGON

ZRPARKA. (PART II)

TIME OF REPORT 1800(L) 7 JANUARY 1975

RECOVERY:

A. INVESTIGATION TEAM INCLUDING MEMBERS FROM AIR AMERICA, CHINA AIRLINES AND SVN DCA (DIRECTOR OF CIVILIAN AVIATION) ENROUTE NHA TRANG ON BOARD VTB/70B TO INVESTIGATE C-123 WRECKAGE. ETA NHA TRANG 1705(L) 7 JANUARY.

B. UNABLE TO ACCOMPLISH AIRBORNE PHOTOGRAPHY IN THE AFTERNOON DUE TO DETERIORATING WEATHER CONDITIONS AROUND REF PARA C LOCATION. E2 IMPDET

C06117016

FORM 3020b
7-71 MFG. 3/74

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PAGE 01 IN 458892

TOR:080433Z JAN 75

S E C R E T 080417Z JAN 75 STAFF (b)(3)(c)

CITE SAIGON

TO: IMMEDIATE DIRECTOR INFO PRIORITY NHA TRANG.

(b)(1)
(b)(3)(n)

REF: SAIGON

ZRPARKA (PART II)

TIME OF REPORT 1200 (L) 8 JANUARY 1975

SEARCH AND RESCUE:

A. C-123 WRECKAGE AT BP 9745 CONFIRMED AS VNAF C-123 WRECKAGE. PHOTOGRAPHS WERE TAKEN AND WILL BE PROCESSED.

B. WEATHER IMPROVING AND SAR CONTINUING. EFFORT WILL BE MADE TO SEARCH PEAKS THAT HAVE PREVIOUSLY BEEN INACCESABLE.

C. INVESTIGATION TEAM RETURNING TO SAIGON AFTERNOON OF 8 JANUARY. E2 IMPDET.

S E C R E T

C06117017

APPROVED FOR RELEASE DATE: 09-Dec-2013

FORM 3020b
7-71 MFG. 3/74

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PAGE 01 IN 456430

TOR:040451Z JAN 75 SAIG

~~SECRET~~ 040412Z JAN 75 STAFF (b)(3)(c)

CITE SAIGON

TO: IMMEDIATE DIRECTOR INFO PRIORITY NHA TRANG, (b)(1) (b)(3)(n)

REF: A. SAIGON

B. SAIGON

ZRPARKA (PART 11)

TIME OF REPORT 1200(L) 04 JANUARY 1975

(1) SEARCH AND RESCUE OPERATIONS:

(A) SAR BEING CONDUCTED BY CHOPPERS ALONG C123 FLIGHT ROUTE BETWEEN V-07 (NHA TRANG) AND V-08 (DALAT)

(B) SAR BEING CONDUCTED BY VTB'S ALONG FLIGHT ROUTE BETWEEN V-08 AND V-07.

(C) AT TIME OF REPORT NO WRECKAGE HAS BEEN SIGHTED.

(2) NAMES OF ADDITIONAL PASSENGERS:

(A) FILIPINO:

(B) VIETNAMESE EMPLOYEES OF NHA TRANG BASE: (b)(6)

(1)

(2)

(3)

~~SECRET~~

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FORM 3020b
7-71 MFG. 3/74

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PAGE Ø2-Ø2 IN 456430

TOR: Ø4Ø451Z JAN 75 SAIG

(4) [redacted] (b)(6)

(3) SECURITY:

AREA ALONG FLIGHT PATH BETWEEN DALAT (V-Ø8) AND NHA TRANG (V-Ø7) CONSIDERED SECURE FOR AIR OPERATIONS.

(4) WEATHER:

WEATHER ALONG FLIGHT ROUTE CONTINUES TO HAMPER SAR EFFORTS, PARTICULARLY IN SEARCHING HIGHER PEAKS WHICH CONTINUE TO BE CLOUD COVERED. E2 IMPDET

SECRET

C06117018

7-71 MFO, 3/74

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PAGE 01 IN 459104

TOR:081027Z JAN 75 SAIG

~~S E C R E T~~ 081010Z JAN 75 STAFF (b)(3)(c)

CITE SAIGON

TO: IMMEDIATE DIRECTOR INFO PRIORITY NHA TRANG.

(b)(1)
(b)(3)(n)

REF: SAIGON

ZRPARKA (PART II)

TIME OF REPORT 1800 (L) 8 JANUARY 1975

SEARCH AND RESCUE:

A. WRECKAGE LOCATED AT 1505 (L) BY AAM CHOPPER (12F) AT BP 765415. SITE IS ON 5,100 FT. MOUNTAIN WITH CRASH AT THE 3,700 FT. LEVEL. A JET POD HAS BEEN IDENTIFIED AND SITE IS NEW WITH A BURNED OUT AREA. WRECKAGE HAS NOT BEEN CONFIRMED AS C-123/ST-1. NO EVIDENCE OF SURVIVORS. AAM INVESTIGATOR ON BOARD TOOK PICTURES OF NEW SITE AND THESE WILL BE PROCESSED AND ANALYZED.

B. INVESTIGATION TEAM BOOKED ON FLT 2N AND WILL PROCEED NHA TRANG 9 JANUARY IF NEW SITE CONFIRMED, AS CRASH LOCATION C-123/ST-1. E2 IMPDET.

pp

S E C R E T

C06117020
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7-71 MFG. 3/74

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PAGE 01 IN 461209

TOR: 100441Z JAN 75 SAIG

~~SECRET~~ 100433Z JAN 75 STAFF (b)(3)(c) (b)(1) (b)(3)(n)

CITE SAIGUN

TO: IMMEDIATE DIRECTOR INFO PRIORITY NHA TRANG.

REF: SAIGON

ZRPARKA (PART II)

TIME OF REPORT 1200 (L) 10 JANUARY 1975

SEARCH AND RESCUE:

A. WEATHER STILL SUCH THAT PHOTO MISSION CANNOT BE LAUNCHED. WEATHER APPEARS TO BE CLEARING. WILL LAUNCH MISSION AFTERNOON 10 JANUARY, WEATHER PERMITTING.

B. SAR AIRCRAFT AND INVESTIGATION TEAM STILL ON STANDBY AT NHA TRANG.

E2 IMPDET.

SECRET

C06117021
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IM 3020b
MFG. 3/74

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PAGE 01-01 IN 462408

TOR:110539Z JAN 75

SECRET 110402Z JAN 75 STAFF (b)(3)(c)

CITE SAIGON

TO: IMMEDIATE DIRECTOR INFO PRIORITY NHA TRANG.

(b)(1)
(b)(3)(n)

REF: SAIGON

ZRPARKA (PART II)

TIME OF REPORT 1200(L) 11 JANUARY 1975

SEARCH AND RESCUE:

AIRCRAFT STILL ON STANDBY SAIGON DUE TO WEATHER. NO ADDITIONAL INFO AVAILABLE AT THIS TIME, E2 IMPDET.

C06117022

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RM 3020b
MFG. 3/74

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PAGE 01-01 IN 464212

TOR:140738Z JAN 75 SAIG

SECRET 140655Z JAN 75 STAFF (b)(3)(c)

CITE SAIGON

TO: IMMEDIATE DIRECTOR INFO PRIORITY NHA TRANG.

REFS: A. DIRECTOR

B. SAIGON

C. NHA TRANG

ZRPARKA (PART 11)

TIME OF REPORT 1200(L) 14 JANUARY 1975

SEARCH AND RESCUE:

RESPONSE TO REF A, INCLUDING AMBASSADOR'S DECISION (SEE REF C), IN PREPARATION AND WILL FOLLOW VIA SEPARATE MESSAGE. E2, IMPDET.

(b)(1)
(b)(3)(n)

SECRET

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(b)(6)

PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, CLARENCE	T/F.O.	L-08	4:17	8 DEC 1967

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND: [S] Completed to Standard [I] Incomplete
PORTER	N-195-X	L-08	—	—	4:55	

	I	S		I	S
1. DOCUMENTATION		X	21. CHECK OF INSTRUMENTS		X
2. FLIGHT PLANNING	X		22. RECOVERY FROM UNUSUAL ATTITUDES	NOT DONE	
3. INSPECTIONS (INTERIOR)		X	23. INSTRUMENT AIRWORK		X
(EXTERIOR)		X	24. RADIO TUNING AND ORIENTATION		X
4. KNOWLEDGE OF A/C AND EQUIPMENT		X	25. INTERCEPTION AND TRACKING		X
5. ENGINE STARTING	X		26. HOLDING		X
6. TAXYING		X	27. INSTRUMENT APPROACH (ADF—)		X
USE OF BRAKES		X	(VOR—)		X
ENGINE RUN-UP		X	(ILS—)		X
USE OF CHECK LIST		X	(GCA—)		X
10. CREW BRIEFING AND TAKE-OFF DATA		X	28. MISSED APPROACH		X
11. TAKE-OFFS (NORMAL— 3)	X		29. AREA ARRIVAL AND ATC PROCEDURES		X
(CROSSWIND—)	X		30. GO AROUND (BALKED LANDINGS)		X
(STOL— 3)	X		31. LANDINGS (CIRCLING MINIMUMS—)		X
(REJECTED—)	X		(NORMAL— 2)		X
(ENGINE FAILURE—)	X		(CROSSWIND— 1)		X
12. AREA DEPARTURE AND ATC PROCEDURES	X		(ZERO FLAP— 0)		X
13. CLIMBS AND CLIMBING TURNS	X		(ACCURACY/SPOT- 0)		X
14. STEEP TURNS (450 BANK)	X		(STOL— 2)		X
15. STALLS/APPROACH TO STALLS	X		(NIGHT— 0)		X
16. MANEUVERING AT MINIMUM SPEED	X		(ENGINE(S) OUT— 0)		X
RAPID DESCENT AND PULL-UP	X				
ENGINE FAILURE/FIRE-FEATHERING	X				
PROPELLER UNFEATHERING	X		32. LOW AND HIGH RECONNAISSANCE	X	
20. SIMULATED EMERGENCIES:	X		ADDITIONAL PROCEDURES AND MANEUVERS		
FIRES-HEATER, CARGO, CABIN	X		33.		
SMOKE REMOVAL	X		34.		
ELECTRICAL FAILURES-FIRES	X		35.		
EMERGENCY DESCENT(S)	X		GENERAL COMPETENCY		
HYDRAULIC SYSTEM FAILURE	X		36. CREW COODINATION		X
FUEL DUMPING	X		37. GENERAL AIRMANSHIP		X
BRAKE FIRE	X		38. JUDGEMENT		X
EMERGENCY EVACUATION	X		39. SMOOTHNESS AND COORDINATION		X
BRAKE FAILURE	X		40. ADHERENCE TO SOP		X
USE OF AIRBRAKES	N.A.		A. Time trainee manipulated flight controls for purpose of training	2+00	
			B. Training time, this trainee, logged to company as non-revenue time	00+00	

COMMENTS: 1. FAVORS EXTREME LEFT SIDE OF RUNWAY FOR LANDINGS
2. NOSE OF AIRCRAFT NOT ALIGNED STRAIGHT DOWN THE RUNWAY FOR T/O & LANDINGS. LEFT CRAB.

INSTRUCTOR CHECK AIRMAN

FW 903

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OP-374 17 JUN 66

C06117024

7-71 MFG. 3/74

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PAGE 01-01 IN 46810

TOR: 161026Z JAN 75

~~SECRET~~ 160955Z JAN 75 STAFF

(b)(3)(c)

CITE SAIGON

TO: PRIORITY DIRECTOR INFO NHA TRANG.

(b)(1)
(b)(3)(n)

REF: NHA TRANG

1. RE PARA 5 REF, STATION MEDICAL FILE HOLDINGS ON MR. RAWLINGS ARE SO SPARSE THAT THEY WOULD BE USELESS FOR IDENTIFICATION PURPOSES. REQUEST HQTRS POUCH ASAP ANY MEDICAL AND DENTAL RECORDS THAT MIGHT AID IN IDENTIFICATION.

(b)(6)

2. NHA TRANG: SAIGON REP CONTACTED RE MEDICAL AND DENTAL RECORDS ON THAT MIGHT HELP IN IDENTIFICATION. NONE AVAILABLE BUT SENDING PRIORITY MESSAGE TO MANILA IN ATTEMPT TO GET MEDICAL AND DENTAL RECORDS. E2 IMPDET.

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C0611702
7-71 MFG. 3/74
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PAGE 01 IN 466776

TOR: 161007Z JAN 75 NHTR

~~SECRET~~ 160945Z JAN 75 STAFF (b)(3)(c)

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON.

REF NHA TRANG

ZRPARKA (PART II)

TIME OF REPORT 1800 (L) 16 JANUARY 1975 (b)(1) (b)(3)(n)

RECOVERY

1. MADE TWO UNSUCCESSFUL ATTEMPTS TO RUN MISSION, BOTH STYMIED BY BAD WEATHER. FIRST ATTEMPT MADE IN MORNING ON FLIGHT UP TO NHA TRANG. SECOND MADE AT 1300 HOURS.1

2. AT 1400 HOURS CHECKED WEATHER FORECAST AND WERE TOLD BEST CHANCE FOR ACCEPTABLE WEATHER WAS AFTERNOON OF 16 JAN AND 17 JAN. FORECAST FOR 18 JAN AND BEYOND IS FOR DETERIORATING WEATHER IN AREA OF CRASH SITE, AIRCRAFT AND CREW WERE ON STANDBY ALL AFTERNOON 16 JAN AND PLAN HAVE THEM RON TO BE READY FOR ANY BREAK IN WEATHER TOMORROW, 17 JAN.

3. BASE MET WITH JCRC FIELD TEAM (b)(6)

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C06117025
7-71 MFG. 3/74
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PAGE Ø2 IN 466776

TOR:161ØØ7Z JAN 75 NHTR

LEADER ASSIGNED NHA TRANG, [redacted] HAS BEEN DESIGNATED AS COMMANDER OF TEAM THAT WILL CARRY OUT RECOVERY MISSION AND MADE RECON OF CRASH SITE. [redacted] [redacted] WAS ON STANDBY ALL AFTERNOON AND WILL BE READY TO MAKE RECON 17 JAN, IF WEATHER PERMITS. CONGEN BRIEFED ON ABOVE. (b)(6)

4, [redacted] AND [redacted] DISCUSSED PHOTO NEEDS TO MAXIMIZE VALUE OF [redacted] MISSION.

SEARCH AND RESCUE

1. WERE ABLE CONDUCT LIMITED SEARCH DURING MORNING HOURS, COVERED FLIGHT PATH OF ST/1 CLOSER TO DALAT AND A RIDGE THAT RUNS NORTH OF AND PARALLEL TO FLIGHT PATH THAT NOT COVERED BEFORE. NAGATIVE RESULTS. WEATHER CLOSED IN ABOUT 1045 HOURS AND SEARCH DISCONTINUED. (b)(1) (b)(3)(n)

2. FURTHER SEARCH IN AFTERNOON CANCELED DUE TO POOR WEATHER.

OTHER

AIRCRAFT USED IN RECOVERY AND SAR:

HELICOPTER 2 HOURS PLUS 45

VOLPAR [redacted] 2 HOURS PLUS 3Ø (POSITION AT

S E C R E T

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PAGE 03-03 IN 466776

TOR:161007Z JAN 75 NHTR

VOLPAR (b)(1) (b)(3)(n)

NHA TRANG)

PLUS 45 (ESTIMATED

TIME OVER AREA)

TOTAL 6 HOURS

E2 IMPDET

SECRET

C06117026

FORM 30Z00
1-71 NSG. 3/74

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PAGE 01 IN 469683

TOR: 200950Z JAN 75 NHTR

S E C R E T 200935Z JAN 75 STAFF (b)(3)(c)

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON, (b)(1) (b)(3)(n)

REF NHA TRANG

ZRPARKA (PART II)

TIME OF REPORT 1800 (L) 20 JANUARY 1975

RECOVERY

1. BASE AND BRIEFED CONGEN ON AFTERNOON OF 20 JAN ON RECON, PHOTO AND SEARCH MISSIONS CARRIED OUT YESTERDAY. CONGEN PLANS TO PREPARE THREAT ASSESSMENT REPORT (SEE PARA 3 (b)(6) OF NHA TRANG 27609) FOR HAND CARRY BY TO JCRC HQS WITH THE CAPT'S RECON REPORT ON WEDNESDAY 22 JAN.

2. MISSION OF 19 JAN GOT SOME TAKE OF AREA BUT NONE OF CRASH SITE ITSELF. WILL STOP OFF IN SAIGON TOMORROW, 21 JAN, ON HIS WAY TO THAILAND TO LOOK AT THE PICTURES AND DISCUSS WITH WHETHER OR NOT WE NEED ANOTHER MISSION. E2 IMPDET

S E C R E T

C06117027

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(b)(6)

PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, C.N.	T/FO	VTE	3:48	13 Dec 1967

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND
PC6C	193X	L-08	:	:	4:01	[S] Completed to Standard [I] Incomplete

	I	S
1. DOCUMENTATION		✓
2. FLIGHT PLANNING		✓
3. INSPECTIONS (INTERIOR)		✓
(EXTERIOR)		✓
4. KNOWLEDGE OF A/C AND EQUIPMENT		✓
5. ENGINE STARTING		✓
6. TAXYING		✓
USE OF BRAKES		✓
ENGINE RUN-UP		✓
USE OF CHECK LIST		✓
10. CREW BRIEFING AND TAKE-OFF DATA		✓
11. TAKE-OFFS (NORMAL– 1)		✓
(CROSSWIND– 8)		✓
(STOL– –)		–
(REJECTED– –)		–
(ENGINE FAILURE– –)		–
12. AREA DEPARTURE AND ATC PROCEDURES		–
13. CLIMBS AND CLIMBING TURNS		✓
14. STEEP TURNS (450 BANK)		–
15. STALLS/APPROACH TO STALLS		–
16. MANEUVERING AT MINIMUM SPEED		–
RAPID DESCENT AND PULL-UP		–
ENGINE FAILURE/FIRE-FEATHERING		–
PROPELLER UNFEATHERING		–
20. SIMULATED EMERGENCIES:		–
FIRES-HEATER, CARGO, CABIN		–
SMOKE REMOVAL		–
ELECTRICAL FAILURES-FIRES		–
EMERGENCY DESCENT(S)		–
HYDRAULIC SYSTEM FAILURE		–
FUEL DUMPING		–
BRAKE FIRF		–
EMERGENCY EVACUATION		–
BRAKE FAILURE		–
USE OF AIRBRAKES		–

	I	S
21. CHECK OF INSTRUMENTS		✓
22. RECOVERY FROM UNUSUAL ATTITUDES		✓
23. INSTRUMENT AIRWORK		✓
24. RADIO TUNING AND ORIENTATION		✓
25. INTERCEPTION AND TRACKING		✓
26. HOLDING		✓
27. INSTRUMENT APPROACH (ADF–)		✓
(VOR–)		✓
(ILS–)		✓
(GCA–)		✓
28. MISSED APPROACH		✓
29. AREA ARRIVAL AND ATC PROCEDURES		✓
30. GO AROUND (BALKED LANDINGS)		✓
31. LANDINGS (CIRCLING MINIMUMS–)		✓
(NORMAL–)		✓
(CROSSWIND– 2)		✓
(ZERO FLAP–)		✓
(ACCURACY/SPOT–)		✓
(STOL– 7)		✓
(NIGHT–)		✓
(ENGINE(S) OUT–)		✓
32. LOW AND HIGH RECONNAISSANCE		✓
ADDITIONAL PROCEDURES AND MANEUVERS		✓
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION		✓
37. GENERAL AIRMANSHIP		✓
38. JUDGEMENT		✓
39. SMOOTHNESS AND COORDINATION		✓
40. ADHERENCE TO SOP		✓
A. Time trainee manipulated flight controls for purpose of training	100%	
B. Training time, this trainee, logged to company as non-revenue time	0	

COMMENTS: TRAINEE slow but positive on procedures ALL T.O's and landings L-35/LS-28.

INSTRUCTOR CHECK AIRMAN RAWyke

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OP-374 17 JUN 66

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PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, C.	T/PIC	VTE	:	8 AUGUST 1970

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND:
C-123K	56-4374	VTE	:10	—	1:59	S Completed to Standard; I Incomplete

	I	S
1. DOCUMENTATION		X
2. FLIGHT PLANNING		X
3. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
4. KNOWLEDGE OF A/C AND EQUIPMENT		X
5. ENGINE STARTING		X
6. TAXYING		X
7. USE OF BRAKES		X
8. ENGINE RUN-UP		X
USE OF CHECK LIST		X
10. CREW BRIEFING AND TAKE-OFF DATA		X
11. TAKE-OFFS (NORMAL— 1)		X
(CROSSWIND—)		
(STOL—)		
(REJECTED— 1)		X
(ENGINE FAILURE—)		
12. AREA DEPARTURE AND ATC PROCEDURES	X	
13. CLIMBS AND CLIMBING TURNS		X
14. STEEP TURNS (450 BANK)		X
15. STALLS/APPROACH TO STALLS		X
16. MANEUVERING AT MINIMUM SPEED		X
17. RAPID DESCENT AND PULL-UP	—	
18. ENGINE FAILURE/FIRE-FEATHERING		X
1 PROPELLER UNFEATHERING		X
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		X
SMOKE REMOVAL		X
ELECTRICAL FAILURES-FIRES		X
EMERGENCY DESCENT(S)		X
HYDRAULIC SYSTEM FAILURE		X
FUEL ~~DUMPING~~ JETTISON		X
BRAKE FIRE		X
EMERGENCY EVACUATION		X
BRAKE FAILURE		X
USE OF AIRBRAKES		X

	I	S
21. CHECK OF INSTRUMENTS		X
22. RECOVERY FROM UNUSUAL ATTITUDES	—	
23. INSTRUMENT AIRWORK		X
24. RADIO TUNING AND ORIENTATION	X	
25. INTERCEPTION AND TRACKING		X
26. HOLDING		X
27. INSTRUMENT APPROACH (ADF— 1)		X
(VOR—)		
(ILS—)		
(GCA—)		
28. MISSED APPROACH		X
29. AREA ARRIVAL AND ATC PROCEDURES		X
30. GO AROUND (BALKED LANDINGS) S.E	X	
31. LANDINGS (CIRCLING MINIMUMS— 1)		X
(NORMAL—)		
(CROSSWIND—)		
(ZERO FLAP—)		
(ACCURACY/SPOT—)		
(STOL—)		
(NIGHT—)		
(ENGINE(S) OUT— 1)	X	
32. LOW AND HIGH RECONNAISSANCE		
ADDITIONAL PROCEDURES AND MANEUVERS		
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION	X	
37. GENERAL AIRMANSHIP		X
38. JUDGEMENT		X
39. SMOOTHNESS AND COORDINATION		X
40. ADHERENCE TO SOP	X	

A. TIME TRAINEE MANIPULATED FLIGHT CONTROLS FOR PURPOSE OF TRAINING	1 59
B. TRAINING TIME THIS TRAINEE LOGGED TO COMPANY AS NON-REVENUE	1 59

COMMENTS: FLIGHT TERMINATED EARLY DUE R. ENGINE OIL LEAK. FLIGHT ADMINISTERED BY S/IP WYCHE, SUPERVISED BY MFSD.
ITEM 12. DID NOT ADHER TO CLEARANCE
24, ACTUAL 13 MINUTES TO STATION VS. ESTIMATE OF 5½ MINUTES.
31. 100 KIAS LANDING FLARE VS, 87 KIAS CHARTED.
36, 40. RANDOM COMMANDS WITH NON ADHERANCE TO COMMAND/RESPONSE PHRASEOLOGY

INSTRUCTOR CHECK AIRMAN [redacted]

[redacted] FAUG 70

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OP-374 17 JUN 66

C0 APPROVED FOR RELEASE DATE: 09-Dec-2013

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PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

(b)(6)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, CN	PIC	VTE	:	3 AUG 1970

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/~~INST~~	NIGHT	BLOCK TIME	GRADING LEGEND
C123K	554545	VTE	50	—	2:16	S Completed to Standard I Incomplete

	I	S
1. DOCUMENTATION		X
2. FLIGHT PLANNING		X
3. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
4. KNOWLEDGE OF A/C AND EQUIPMENT		X
5. ENGINE STARTING		X
6. TAXYING		X
7. USE OF BRAKES		X
8. ENGINE RUN-UP	X	
USE OF CHECK LIST		X
10. CREW BRIEFING AND TAKE-OFF DATA	X	
11. TAKE-OFFS (NORMAL– 1)		X
(CROSSWIND– 3)		X
(STOL– 1) (3)	X	
(REJECTED– 1)	X	
(ENGINE FAILURE– 1)		X
12. AREA DEPARTURE AND ATC PROCEDURES	X	
13. CLIMBS AND CLIMBING TURNS		X
14. STEEP TURNS (450 BANK)		X
15. STALLS/APPROACH TO STALLS		X
16. MANEUVERING AT MINIMUM SPEED		X
17. RAPID DESCENT AND PULL-UP	—	
18. ENGINE FAILURE/FIRE-FEATHERING	X	
PROPELLER UNFEATHERING	X	
20. SIMULATED EMERGENCIES:	—	
FIRES-HEATER, CARGO, CABIN		X
SMOKE REMOVAL		X
ELECTRICAL FAILURES-FIRES		X
EMERGENCY DESCENT(S)	—	
HYDRAULIC SYSTEM FAILURE		X
FUEL DUMPING	—	
BRAKE FIRF		X
EMERGENCY EVACUATION		X
BRAKE FAILURE		X
USE OF AIRBRAKES		X

	I	S
21. CHECK OF INSTRUMENTS		X
22. RECOVERY FROM UNUSUAL ATTITUDES		—
23. INSTRUMENT AIRWORK		X
24. RADIO TUNING AND ORIENTATION		X
25. INTERCEPTION AND TRACKING	X	
26. HOLDING		X
27. INSTRUMENT APPROACH (ADF– 2)	X	
(VOR–)		—
(ILS–)		—
(GCA–)		—
28. MISSED APPROACH		—
29. AREA ARRIVAL AND ATC PROCEDURES		X
30. GO AROUND (BALKED LANDINGS)		—
31. LANDINGS (CIRCLING MINIMUMS– 1)		X
(NORMAL– 1)	X	
(CROSSWIND– 3)		
(ZERO FLAP–)		—
(ACCURACY/SPOT– 1) (3)	X	
(STOL– 1)	X	
(NIGHT–)		—
(ENGINE(S) OUT– 1)		X
32. LOW AND HIGH RECONNAISSANCE		
ADDITIONAL PROCEDURES AND MANEUVERS		
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION	X	
37. GENERAL AIRMANSHIP		X
38. JUDGEMENT		X
39. SMOOTHNESS AND COORDINATION		X
40. ADHERENCE TO SOP	X	

A. Time trainee manipulated flight controls for purpose of training	2+16
B. Training time, this trainee, logged to company as non-revenue time	2+16

COMMENTS: TRAINING FOR EVALUATION.

INSTRUCTOR CHECK AIRMAN

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C06117030
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PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

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(b)(6)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER C N	CAPT	VTE	6:55	21 SEPT 1969

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND:
C-123K	545		:	:	7:44	S Completed to Standard I Incomplete

	I	S
1. DOCUMENTATION		✓
2. FLIGHT PLANNING	✓	
3. INSPECTIONS (INTERIOR)		✓
(EXTERIOR)		✓
4. KNOWLEDGE OF A/C AND EQUIPMENT		✓
5. ENGINE STARTING		✓
6. TAXYING		✓
7. USE OF BRAKES		✓
8. ENGINE RUN-UP		✓
9. USE OF CHECK LIST		✓
10. CREW BRIEFING AND TAKE-OFF DATA	✓	
11. TAKE-OFFS (NORMAL– 4)		✓
(CROSSWIND–)		
(STOL–)		
(REJECTED–)		
(ENGINE FAILURE–)		
12. AREA DEPARTURE AND ATC PROCEDURES	✓	
13. CLIMBS AND CLIMBING TURNS		
14. STEEP TURNS (450 BANK)		
15. STALLS/APPROACH TO STALLS		
16. MANEUVERING AT MINIMUM SPEED		
17. RAPID DESCENT AND PULL-UP		
18 ENGINE FAILURE/FIRE-FEATHERING		
19. PROPELLER UNFEATHERING		
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		
SMOKE REMOVAL		
ELECTRICAL FAILURES-FIRES		
EMERGENCY DESCENT(S)		
HYDRAULIC SYSTEM FAILURE		
FUEL DUMPING		
BRAKE FIRF		
EMERGENCY EVACUATION		
BRAKE FAILURE		
USE OF AIRBRAKES		

	I	S
21. CHECK OF INSTRUMENTS	✓	
22. RECOVERY FROM UNUSUAL ATTITUDES		
23. INSTRUMENT AIRWORK	✓	
24. RADIO TUNING AND ORIENTATION	✓	
25. INTERCEPTION AND TRACKING	✓	
26. HOLDING		
27. INSTRUMENT APPROACH (ADF– 1)	✓	
(VOR–)		
(ILS–)		
(GCA–)		
28. MISSED APPROACH *		
29. AREA ARRIVAL AND ATC PROCEDURES		
30. GO AROUND (BALKED LANDINGS)		
31. LANDINGS (CIRCLING MINIMUMS–)		
(NORMAL– 2)		2
(CROSSWIND–)		
(ZERO FLAP–)		
(ACCURACY/SPOT–)		
(STOL– 2)	✓	
(NIGHT–)		
(ENGINE(S) OUT–)		
32. LOW AND HIGH RECONNAISSANCE		
ADDITIONAL PROCEDURES AND MANEUVERS		
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION		✓
37. GENERAL AIRMANSHIP	✓	
38. JUDGEMENT	✓	
39. SMOOTHNESS AND COORDINATION		✓
40. ADHERENCE TO SOP	✓	
A. Time trainee manipulated flight controls for purpose of training	7	:4
B. Training time, this trainee, logged to company as non-revenue time		:

COMMENTS:

INSTRUCTOR CHECK AIRMA

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PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

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(b)(6)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER C. N.	T/PIC	VTE	2:33	10 SEPT 1969

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND:
C-123K.	374	VTE	:	:	2:54	S Completed to Standard I Incomplete

	I	S		I	S
1. DOCUMENTATION		✓	21. CHECK OF INSTRUMENTS		✓
2. FLIGHT PLANNING		✓	22. RECOVERY FROM UNUSUAL ATTITUDES		✓
3. INSPECTIONS (INTERIOR)		✓	23. INSTRUMENT AIRWORK	✓	
(EXTERIOR)		✓	24. RADIO TUNING AND ORIENTATION	✓	
4. KNOWLEDGE OF A/C AND EQUIPMENT		✓	25. INTERCEPTION AND TRACKING	✓	
5. ENGINE STARTING		✓	26. HOLDING	✓	
6. TAXYING		✓	27. INSTRUMENT APPROACH (ADF– 1)		✓
7. USE OF BRAKES		✓	(VOR–)		
8. ENGINE RUN-UP		✓	(ILS–)		
USE OF CHECK LIST		✓	(GCA– 1)		✓
10. CREW BRIEFING AND TAKE-OFF DATA		✓	28. MISSED APPROACH		✓
11. TAKE-OFFS (NORMAL– 3)		✓	29. AREA ARRIVAL AND ATC PROCEDURES		✓
(CROSSWIND–)			30. GO AROUND (BALKED LANDINGS)		✓
(STOL– 1)		✓	31. LANDINGS (CIRCLING MINIMUMS– 1)		✓
(REJECTED– 1)		✓	(NORMAL– 3)		✓
(ENGINE FAILURE– 1)		✓	(CROSSWIND–)		
12. AREA DEPARTURE AND ATC PROCEDURES	✓		(ZERO FLAP– 1)		✓
13. CLIMBS AND CLIMBING TURNS		✓	(ACCURACY/SPOT– 1)		✓
14. STEEP TURNS (450 BANK)		✓	(STOL– 2)		✓
15. STALLS/APPROACH TO STALLS		✓	(NIGHT–)		
16. MANEUVERING AT MINIMUM SPEED		✓	(ENGINE(S) OUT– 1)		✓
17. RAPID DESCENT AND PULL-UP		✓			
18. ENGINE FAILURE/FIRE-FEATHERING		✓			
PROPELLER UNFEATHERING		✓	32. LOW AND HIGH RECONNAISSANCE		
20. SIMULATED EMERGENCIES:		✓	ADDITIONAL PROCEDURES AND MANEUVERS		
FIRES-HEATER, CARGO, CABIN		✓	33.		
SMOKE REMOVAL		✓	34.		
ELECTRICAL FAILURES-FIRES		✓	35.		
EMERGENCY DESCENT(S)		✓	GENERAL COMPETENCY		
HYDRAULIC SYSTEM FAILURE		✓	36. CREW COODINATION		✓
FUEL DUMPING		✓	37. GENERAL AIRMANSHIP		✓
BRAKE FIRF		✓	38. JUDGEMENT		✓
EMERGENCY EVACUATION		✓	39. SMOOTHNESS AND COORDINATION		✓
BRAKE FAILURE		✓	40. ADHERENCE TO SOP		✓
USE OF AIRBRAKES		✓	A. Time trainee manipulated flight controls for purpose of training	1	54
			B. Training time, this trainee, logged to company as non-revenue time	2	54

COMMENTS:

INSTRUCTOR CHECK AIRMA

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C06117032
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3/74

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ACTION UNIT

INFO RF FILE VR

ACTION #

1 4
2 5
3 6

PAGE 01 III 470814

TOR:211002Z JAN 75 NHTR

SECRET 210935Z JAN 75 STAFF

(b)(3)(c)

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON,

(b)(1)
(b)(3)(n)

REF NHA TRANG

ZRPARKA (PART II)

(b)(6)

TIME OF REPORT 1800 (L) 21 JANUARY 1975

RECOVERY

1. CONGEN THREAT ASSESSMENT MEMO COVERED THE GENERAL DISPOSITION OF COMMUNIST UNITS IN THE AREA OF THE CRASH SITE AND CLOSED BY SAYING THAT "THE THREAT IS CONSIDERED LOW TO MODERATE, AFTER SOME DELAY FOLLOWING SEARCH ACTIVITIES OVER THE SUSPECTED CRASH SITE." THE TERMS "LOW TO MODERATE" AND "AFTER SOME DELAY" ARE THE KEY PHRASES. JCRC HQS WILL ONLY APPROVE OPERATIONS IN THE LOW TO MODERATE RANGE AND THE LOCAL PROVINCE REPRESENTATIVE'S ASSESSMENT IS CONSIDERED VERY IMPORTANT SINCE IT IS THE MOST AUTHORITATIVE STATEMENT AVAILABLE ON THE CONDITIONS AT ANY CRASH SITE. AS TO THE DELAY FACTOR, WE DELIBERATELY DID NOT STATE ANY SPECIFIC PERIOD

C06117032
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7-71 MFG. 3/74

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1		4	
2		5	
3		6	

ACTION UNIT

INFO

RF. FILE. VR.

(b)(3)(c)

ACTION #

OF TIME. HOPEFULLY, BY THE TIME WE GET APPROVAL FROM JCRC HQS AND THE RECOVERY TEAM IS IN NHA TRANG, PROBABLY AT LEAST A WEEK OR MORE, WE WILL BE ABLE TO SAY THAT THE DELAY HAS BEEN SUFFICIENT TO LAUNCH THE MISSION.

2. _____ WILL BE IN THAILAND UNTIL 27 JAN. HE WILL BE IN TELEPHONIC CONTACT WITH THE BASE TO KEEP US INFORMED AND IN THE EVENT HE NEEDS ANY ADDITIONAL SUPPORT FROM HERE. (b)(6)

3. WITH CONGEN _____ CONCURRENCE, BASE ALERTED MR-2 DEPUTY COMMANDER, _____, THAT THE CONGEN WOULD PROBABLY BE GETTING IN TOUCH WITH THE GVN SHORTLY TO REQUEST SUPPORT TO SECURE THE CRASH SITE PREPARATORY TO INSERTING A JCRC TEAM.

4. STATEMENT BY MANILA DENTIST ON DENTAL WORK DONE _____ WAS PASSED TO _____ OTHER

WHILE ON THE RECON MISSION _____ SPOTTED AND PHOTOGRAPHED THE WRECKAGE OF A PROBABLY USAF CARIBOU AIRCRAFT, NUMBER WE 574. THE CRASH IS AN OLD ONE AND LOCATED ABOUT EIGHT KILOMETERS SOUTH OF THE CRASH SITE

C06117032

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FORM 3020b
7-71 MFG. 3/74

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PERSON/UNIT NOTIFIED _____

SECRET

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ADVANCE COPY ISSUED/SLOTTED BY AT Z

STAFF

1		4	
2		5	
3		6	

ACTION UNIT

INFO

RF. FILE. VR.

(b)(3)(c)

ACTION #.

PAGE 03 OF 03 IN 081A

TOR: 211002Z JAN 75 NHT

WE ARE INVESTIGATING. THIS CRASH SITE HAD NOT BEEN CARR ED BY JCRC AND INFORMATION ON IT WILL BE USEFUL FOR ITS RECORDS. E2 IMPDET

SECRET

C06117033

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(b)(6)

ROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER C N	T/PIC	VTE	3:23	11 SEPT 1969

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND
C-123K	576	VTE	:	:	3:54	S Completed to Standard; I Incomplete

	I	S
1. DOCUMENTATION		✓
2. FLIGHT PLANNING		✓
3. INSPECTIONS (INTERIOR)		✓
(EXTERIOR)		✓
4. KNOWLEDGE OF A/C AND EQUIPMENT		✓
5. ENGINE STARTING		✓
6. TAXYING		✓
7. USE OF BRAKES		✓
8. ENGINE RUN-UP		✓
USE OF CHECK LIST		✓
10. CREW BRIEFING AND TAKE-OFF DATA		✓
11. TAKE-OFFS (NORMAL–)		✓
(CROSSWIND– 7)		✓
(STOL– 4)		✓
(REJECTED– 1)		✓
(ENGINE FAILURE– 1)		✓
12. AREA DEPARTURE AND ATC PROCEDURES		✓
13. CLIMBS AND CLIMBING TURNS		✓
14. STEEP TURNS (450 BANK)		✓
15. STALLS/APPROACH TO STALLS		✓
16. MANEUVERING AT MINIMUM SPEED		✓
17. RAPID DESCENT AND PULL-UP		✓
18. ENGINE FAILURE/FIRE-FEATHERING		✓
PROPELLER UNFEATHERING		✓
20. SIMULATED EMERGENCIES:		✓
FIRES-HEATER, CARGO, CABIN		✓
SMOKE REMOVAL		✓
ELECTRICAL FAILURES-FIRES		✓
EMERGENCY DESCENT(S)		✓
HYDRAULIC SYSTEM FAILURE		✓
FUEL DUMPING		
BRAKE FIRE		✓
EMERGENCY EVACUATION		✓
BRAKE FAILURE		✓
USE OF AIRBRAKES		✓

	I	S
21. CHECK OF INSTRUMENTS		✓
22. RECOVERY FROM UNUSUAL ATTITUDES		✓
23. INSTRUMENT AIRWORK		✓
24. RADIO TUNING AND ORIENTATION		✓
25. INTERCEPTION AND TRACKING		✓
26. HOLDING		✓
27. INSTRUMENT APPROACH (ADF– 2)		✓
(VOR–)		
(ILS–)		
(GCA–)		
28. MISSED APPROACH		✓
29. AREA ARRIVAL AND ATC PROCEDURES		✓
30. GO AROUND (BALKED LANDINGS)		✓
31. LANDINGS (CIRCLING MINIMUMS–)		✓
(NORMAL–)		
(CROSSWIND– 7)		✓
(ZERO FLAP– 1)		✓
(ACCURACY/SPOT-)		
(STOL– 4)		✓
(NIGHT–)		
(ENGINE(S) OUT– 1)		✓
32. LOW AND HIGH RECONNAISSANCE		
ADDITIONAL PROCEDURES AND MANEUVERS		
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION		✓
37. GENERAL AIRMANSHIP		✓
38. JUDGEMENT		✓
39. SMOOTHNESS AND COORDINATION		✓
40. ADHERENCE TO SOP		✓

A. Time trainee manipulated flight controls for purpose of training	2 54
B. Training time, this trainee, logged to company as non-revenue time	3 54

COMMENTS:

INSTRUCTOR CHECK AIRMA

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PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

(b)(6)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
Driver, C. N.	F/O	VTE	1:14	6 Febbuary, 1969 196____

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND: S Completed to Standard, I Incomplete
C-123	564374	VTE	0:30		1:28	

	I	S
1. DOCUMENTATION		X
2. FLIGHT PLANNING		X
3. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
4. KNOWLEDGE OF A/C AND EQUIPMENT		X
5. ENGINE STARTING		X
6. TAXYING		X
USE OF BRAKES		X
ENGINE RUN-UP		X
9. USE OF CHECK LIST		X
10. CREW BRIEFING AND TAKE-OFF DATA		X
11. TAKE-OFFS (NORMAL– 4)		X
(CROSSWIND– 7) (7)		X
(STOL– 3)		X
(REJECTED–)		—
(ENGINE FAILURE– 1)		X
12. AREA DEPARTURE AND ATC PROCEDURES		X
13. CLIMBS AND CLIMBING TURNS		X
14. STEEP TURNS (450 BANK)		X
15. STALLS/APPROACH TO STALLS		X
16. MANEUVERING AT MINIMUM SPEED		X
17. RAPID DESCENT AND PULL-UP		—
18. ENGINE FAILURE/FIRE-FEATHERING		X
19. PROPELLER UNFEATHERING		X
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		X
SMOKE REMOVAL		X
ELECTRICAL FAILURES-FIRES		X
EMERGENCY DESCENT(S)		X
HYDRAULIC SYSTEM FAILURE		X
FUEL DUMPING		—
BRAKE FIRF		X
EMERGENCY EVACUATION		X
BRAKE FAILURE		X
USE OF AIRBRAKES		X

	I	S
21. CHECK OF INSTRUMENTS		X
22. RECOVERY FROM UNUSUAL ATTITUDES		X
23. INSTRUMENT AIRWORK		X
24. RADIO TUNING AND ORIENTATION		X
25. INTERCEPTION AND TRACKING		X
26. HOLDING		X
27. INSTRUMENT APPROACH (ADF– 1)		X
(VOR–) (1)		—
(ILS–)		—
(GCA–)		—
28. MISSED APPROACH		X
29. AREA ARRIVAL AND ATC PROCEDURES		X
30. GO AROUND (BALKED LANDINGS)		X
31. LANDINGS (CIRCLING MINIMUMS– 1)		X
(NORMAL– 5) (7)		X
(CROSSWIND– 7)		X
(ZERO FLAP– 1)		X
(ACCURACY/SPOT– 2)		X
(STOL– 2)		X
(NIGHT–)		—
(ENGINE(S) OUT– 1)		X
ENGINE OUT GO AROUND		X
32. LOW AND HIGH RECONNAISSANCE		—
ADDITIONAL PROCEDURES AND MANEUVERS		
33. FUEL MANAGEMENT		X
34. ANGLE OF ATTACK STALL WARNING		X
35. AIR DROP PROCEDURES		X
GENERAL COMPETENCY		
36. CREW COODINATION		X
37. GENERAL AIRMANSHIP		X
38. JUDGEMENT		X
39. SMOOTHNESS AND COORDINATION		X
40. ADHERENCE TO SOP		X
A. Time trainee manipulated flight controls for purpose of training	1	2
B. Training time, this trainee, logged to company as non-revenue time	1	2

COMMENTS: Excellent performance in all areas. Ready for proficiency check.

INSTRUCTOR CHECK AIRMAN

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OP-374 17 JUN 66

C06117035
APPROVED FOR RELEASE DATE: 09-Dec-2013

PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

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(b)(6)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER C.N.	F/O	VTE	1:15	5 FEB 69

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND
C123K	54636	VTE	—	—	1:25	S Completed to Standard; I Incomplete

	I	S
1. DOCUMENTATION		✓
2. FLIGHT PLANNING		✓
3. INSPECTIONS (INTERIOR)		✓
(EXTERIOR)		✓
4. KNOWLEDGE OF A/C AND EQUIPMENT		✓
5. ENGINE STARTING		✓
6. TAXYING		✓
7 USE OF BRAKES		✓
ENGINE RUN-UP		✓
SE OF CHECK LIST		✓
9 SW BRIEFING AND TAKE-OFF DATA		✓
11. TAKE-OFFS (NORMAL– 1)		✓
(CROSSWIND–)		
(STOL– 1)		✓
(REJECTED–)		
(ENGINE FAILURE–)		
12. AREA DEPARTURE AND ATC PROCEDURES		✓
13. CLIMBS AND CLIMBING TURNS		✓
14. STEEP TURNS (450 BANK)		✓
15. STALLS/APPROACH TO STALLS		✓
16. MANEUVERING AT MINIMUM SPEED		✓
17 RAPID DESCENT AND PULL-UP		
ENGINE FAILURE/FIRE-FEATHERING		✓
19. PROPELLER UNFEATHERING		✓
2 SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		✓
SMOKE REMOVAL		✓
ELECTRICAL FAILURES-FIRES		✓
EMERGENCY DESCENT(S)		✓
HYDRAULIC SYSTEM FAILURE		✓
FUEL DUMPING		
BRAKE FIRE		✓
EMERGENCY EVACUATION		✓
BRAKE FAILURE		✓
USE OF AIRBRAKES		✓

	I	S
21. CHECK OF INSTRUMENTS		✓
22. RECOVERY FROM UNUSUAL ATTITUDES		
23. INSTRUMENT AIRWORK		✓
24. RADIO TUNING AND ORIENTATION		✓
25. INTERCEPTION AND TRACKING		
26. HOLDING		
27. INSTRUMENT APPROACH (ADF– 1)		✓
(VOR–)		
(ILS–)		
(GCA–)		
28. MISSED APPROACH		
29. AREA ARRIVAL AND ATC PROCEDURES		✓
30. GO AROUND (BALKED LANDINGS)		
31. LANDINGS (CIRCLING MINIMUMS–)		
(NORMAL– 3)		
(CROSSWIND–)		
(ZERO FLAP–)		
(ACCURACY/SPOT–)		
(STOL–)		
(NIGHT–)		
(ENGINE(S) OUT–)		
ENGINE OUT GO AROUND		
32. LOW AND HIGH RECONNAISSANCE		
ADDITIONAL PROCEDURES AND MANEUVERS		
33. FUEL MANAGEMENT		✓
34. ANGLE OF ATTACK/STALL WARNING		✓
35. AIR DROP PROCEDURES		✓
GENERAL COMPETENCY		
36. CREW COODINATION		✓
37. GENERAL AIRMANSHIP		✓
38. JUDGEMENT		✓
39. SMOOTHNESS AND COORDINATION		✓
40. ADHERENCE TO SOP		✓
A. Time trainee manipulated flight controls for ... Training		1+25
B. Training time, this trainee, logged to company as non-revenue time		1+25

COMMENTS: VERY GOOD PROGRESS ON FIRST FLIGHT. WILL BE READY FOR PROFICIENCY CHECK AFTER NEXT FLIGHT.

INSTRUCTOR CHECK AIRMAN

A/MEIZ 5 FEB 69

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PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, C. N.	F/O	VTE	0:53	15 NOV 196 7

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND: S Completed to Standard, I Incomplete
PC-6C	N197X	VTE	:40	:39	1:13	

	I	S
1. DOCUMENTATION		X
2. FLIGHT PLANNING		X
3. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
4. KNOWLEDGE OF A/C AND EQUIPMENT		X
5. ENGINE STARTING		X
6. TAXYING		X
USE OF BRAKES		X
ENGINE RUN-UP		X
USE OF CHECK LIST		X
10. CREW BRIEFING AND TAKE-OFF DATA		X
11. TAKE-OFFS (NORMAL– 2) 2		X
(CROSSWIND– 2)		X
(STOL– 2)		X
(REJECTED–)		
(ENGINE FAILURE–)		
12. AREA DEPARTURE AND ATC PROCEDURES		X
13. CLIMBS AND CLIMBING TURNS		X
14. STEEP TURNS (450 BANK)		
15. STALLS/APPROACH TO STALLS		
16. MANEUVERING AT MINIMUM SPEED		X
17. RAPID DESCENT AND PULL-UP		
ENGINE FAILURE/FIRE-FEATHERING		
PROPELLER UNFEATHERING		
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		
SMOKE REMOVAL		
ELECTRICAL FAILURES-FIRES		
EMERGENCY DESCENT(S)		
HYDRAULIC SYSTEM FAILURE		
FUEL DUMPING		
BRAKE FIRF		
EMERGENCY EVACUATION		
BRAKE FAILURE		
USE OF AIRBRAKES		

	I	S
21. CHECK OF INSTRUMENTS		X
22. RECOVERY FROM UNUSUAL ATTITUDES		
23. INSTRUMENT AIRWORK		X
24. RADIO TUNING AND ORIENTATION		
25. INTERCEPTION AND TRACKING		X
26. HOLDING		
27. INSTRUMENT APPROACH (ADF–)		
(VOR–)		
(ILS–)		
(GCA–)		
28. MISSED APPROACH		
29. AREA ARRIVAL AND ATC PROCEDURES		
30. GO AROUND (BALKED LANDINGS)		
31. LANDINGS (CIRCLING MINIMUMS–)		
(NORMAL– 2)		X
(CROSSWIND– 2)		X
(ZERO FLAP– 0)		
(ACCURACY/SPOT– 0)		
(STOL– 0)		
(NIGHT– 1)		X
(ENGINE(S) OUT– 0)		
32. LOW AND HIGH RECONNAISSANCE		
ADDITIONAL PROCEDURES AND MANEUVERS		
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION		X
37. GENERAL AIRMANSHIP		X
38. JUDGEMENT		X
39. SMOOTHNESS AND COORDINATION		X
40. ADHERENCE TO SOP		X
A. Time trainee manipulated flight controls for purpose of training	1	13
B. Training time, this trainee, logged to company as non-revenue time	1	13

COMMENTS: WAS ROUGH ON THE CONTROLS WHEN HE FIRST PUT ON THE INSTRUMENT HOOD. ALTHOUGH ROUGH HE MADE A GOOD APPROACH. INTERCEPTED AND TRACKING VERY GOOD. SMOOTHED OUT LATER. HANDLES THE AIRFRAME WELL. A GOOD INSTRUMENT FLYING KNOWLEDGE. HAS GOOD POTENTIAL FOR PONTER PIC

INSTRUCTOR CHECK AIRMAN

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PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER C.H.	TFO	VTN	2:10	1 NOV 196 2

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND:
PC6C	N392R	ES20A	00:00	0:00	2:21	S Completed to Standard; I Incomplete

	I	S
1. DOCUMENTATION		S
2. FLIGHT PLANNING		S
3. INSPECTIONS (INTERIOR)		S
(EXTERIOR)		S
4. KNOWLEDGE OF A/C AND EQUIPMENT		S
5. ENGINE STARTING		S
6. TAXYING		S
USE OF BRAKES		S
ENGINE RUN-UP		S
USE OF CHECK LIST		S
10. CREW BRIEFING AND TAKE-OFF DATA		S
11. TAKE-OFFS (NORMAL–)		S
(CROSSWIND–)		
(STOL–)		
(REJECTED–)		
(ENGINE FAILURE–)		
12. AREA DEPARTURE AND ATC PROCEDURES		S
13. CLIMBS AND CLIMBING TURNS		S
14. STEEP TURNS (450 BANK)		
15. STALLS/APPROACH TO STALLS		
16. MANEUVERING AT MINIMUM SPEED		
RAPID DESCENT AND PULL-UP		
ENGINE FAILURE/FIRE-FEATHERING		
PROPELLER UNFEATHERING		
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		
SMOKE REMOVAL		
ELECTRICAL FAILURES-FIRES		
EMERGENCY DESCENT(S)		
HYDRAULIC SYSTEM FAILURE		
FUEL DUMPING		
BRAKE FIRE		
EMERGENCY EVACUATION		
BRAKE FAILURE		
USE OF AIRBRAKES		

	I	S
21. CHECK OF INSTRUMENTS		S
22. RECOVERY FROM UNUSUAL ATTITUDES		
23. INSTRUMENT AIRWORK		S
24. RADIO TUNING AND ORIENTATION		S
25. INTERCEPTION AND TRACKING		S
26. HOLDING		S
27. INSTRUMENT APPROACH (ADF–)		
(VOR–)		
(ILS–)		
(GCA–)		
28. MISSED APPROACH		
29. AREA ARRIVAL AND ATC PROCEDURES		S
30. GO AROUND (BALKED LANDINGS)		
31. LANDINGS (CIRCLING MINIMUMS–)		I
(NORMAL–)		S
(CROSSWIND–)		
(ZERO FLAP–)		
(ACCURACY/SPOT–)		
(STOL–)		
(NIGHT–)		
(ENGINE(S) OUT–)		
32. LOW AND HIGH RECONNAISSANCE		
ADDITIONAL PROCEDURES AND MANEUVERS		
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION		S
37. GENERAL AIRMANSHIP		S
38. JUDGEMENT		S
39. SMOOTHNESS AND COORDINATION		S
40. ADHERENCE TO SOP		S
A. Time trainee manipulated flight controls for purpose of training		2.10
B. Training time, this trainee, logged to company as non-revenue time		—

COMMENTS: EARLY RETURN FROM up country due to RADIO FAILURE. PROGRESS SATISFACTORY.

INSTRUCTOR CHECK AIRMAN

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PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, C. N.	TFO	VTN	8:20	31 OCT 1967

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND: S Completed to Standard, I Incomplete
PC6C	N392R	LS20A	00:00	0:00	8:44	

	I	S
1. DOCUMENTATION		S
2. FLIGHT PLANNING		S
3. INSPECTIONS (INTERIOR)		S
(EXTERIOR)		S
4. KNOWLEDGE OF A/C AND EQUIPMENT		S
5. ENGINE STARTING		S
6. TAXYING		S
USE OF BRAKES		S
ENGINE RUN-UP		S
USE OF CHECK LIST		S
10. CREW BRIEFING AND TAKE-OFF DATA		S
11. TAKE-OFFS (NORMAL—)		S
(CROSSWIND—)		
(STOL—)		
(REJECTED—)		
(ENGINE FAILURE—)		
12. AREA DEPARTURE AND ATC PROCEDURES		S
13. CLIMBS AND CLIMBING TURNS		S
14. STEEP TURNS (450 BANK)		
15. STALLS/APPROACH TO STALLS		
16. MANEUVERING AT MINIMUM SPEED		
RAPID DESCENT AND PULL-UP		
ENGINE FAILURE/FIRE-FEATHERING		
PROPELLER UNFEATHERING		
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		
SMOKE REMOVAL		
ELECTRICAL FAILURES-FIRES		
EMERGENCY DESCENT(S)		
HYDRAULIC SYSTEM FAILURE		
FUEL DUMPING		
BRAKE FIRF		
EMERGENCY EVACUATION		
BRAKE FAILURE		
USE OF AIRBRAKES		

	I	S
21. CHECK OF INSTRUMENTS		S
22. RECOVERY FROM UNUSUAL ATTITUDES		S
23. INSTRUMENT AIRWORK		S
24. RADIO TUNING AND ORIENTATION		S
25. INTERCEPTION AND TRACKING		S
26. HOLDING		S
27. INSTRUMENT APPROACH (ADF—)		S
(VOR—)		S
(ILS—)		S
(GCA—)		S
28. MISSED APPROACH		S
29. AREA ARRIVAL AND ATC PROCEDURES		S
30. GO AROUND (BALKED LANDINGS)		S
31. LANDINGS (CIRCLING MINIMUMS—)		
(NORMAL—)		S
(CROSSWIND—)		
(ZERO FLAP—)		
(ACCURACY/SPOT-)		
(STOL—)		
(NIGHT—)		
(ENGINE(S) OUT—)		
32. LOW AND HIGH RECONNAISSANCE		
ADDITIONAL PROCEDURES AND MANEUVERS		
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION		S
37. GENERAL AIRMANSHIP		S
38. JUDGEMENT		S
39. SMOOTHNESS AND COORDINATION		S
40. ADHERENCE TO SOP		S
A. Time trainee manipulated flight controls for purpose of training		8:20
B. Training time, this trainee, logged to company as non-revenue time		—

COMMENTS: FIRST DAY OF TRAINING UP-COUNTRY. PROGRESS SATISFACTORY. NORMAL TROUBLE IN CHANGING FROM BIG BIRD TO LITTLE BIRD OPERATIONS.

INSTRUCTOR CHECK AIRMAN

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OP-374 17 JUN 66

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PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER CW	TFO	VTN	2:29	30 Oct 1962

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND: S Completed to Standard, I Incomplete
PC6C	N392R	UDN	0:00	0:00	2:40	

	I	S
1. DOCUMENTATION		✓
2. FLIGHT PLANNING		✓
3. INSPECTIONS (INTERIOR)		✓
(EXTERIOR)		✓
4. KNOWLEDGE OF A/C AND EQUIPMENT		✓
5. ENGINE STARTING		✓
6. TAXYING		✓
USE OF BRAKES		✓
ENGINE RUN-UP		✓
USE OF CHECK LIST		✓
10. CREW BRIEFING AND TAKE-OFF DATA		✓
11. TAKE-OFFS (NORMAL—)		✓
(CROSSWIND—)		
(STOL—)		
(REJECTED—)		
(ENGINE FAILURE—)		
12. AREA DEPARTURE AND ATC PROCEDURES		✓
13. CLIMBS AND CLIMBING TURNS		✓
14. STEEP TURNS (450 BANK)		
15. STALLS/APPROACH TO STALLS		
16. MANEUVERING AT MINIMUM SPEED		
RAPID DESCENT AND PULL-UP		
ENGINE FAILURE/FIRE-FEATHERING		
PROPELLER UNFEATHERING		
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		
SMOKE REMOVAL		
ELECTRICAL FAILURES-FIRES		
EMERGENCY DESCENT(S)		
HYDRAULIC SYSTEM FAILURE		
FUEL DUMPING		
BRAKE FIRF		
EMERGENCY EVACUATION		
BRAKE FAILURE		
USE OF AIRBRAKES		

	I	S
21. CHECK OF INSTRUMENTS		
22. RECOVERY FROM UNUSUAL ATTITUDES		
23. INSTRUMENT AIRWORK		
24. RADIO TUNING AND ORIENTATION		
25. INTERCEPTION AND TRACKING		
26. HOLDING		
27. INSTRUMENT APPROACH (ADF—)		
(VOR—)		
(ILS—)		
(GCA—)		
28. MISSED APPROACH		
29. AREA ARRIVAL AND ATC PROCEDURES		
30. GO AROUND (BALKED LANDINGS)		
31. LANDINGS (CIRCLING MINIMUMS—)		
(NORMAL—)		✓
(CROSSWIND—)		
(ZERO FLAP—)		
(ACCURACY/SPOT—)		
(STOL—)		
(NIGHT—)		
(ENGINE(S) OUT—)		
32. LOW AND HIGH RECONNAISSANCE		
ADDITIONAL PROCEDURES AND MANEUVERS		
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION		✓
37. GENERAL AIRMANSHIP		✓
38. JUDGEMENT		✓
39. SMOOTHNESS AND COORDINATION		✓
40. ADHERENCE TO SOP		✓
A. Time trainee manipulated flight controls for purpose of training		2.9
B. Training time, this trainee, logged to company as non-revenue time		

COMMENTS: Little Training Accomplished Because of Mission.

INSTRUCTOR CHECK AIRMA

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PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, C	T F/O	VTE	3:34	29 OCT 196 7

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND:
PC6C	N392R	UDN	:	00:10	3:47	S Completed to Standard; I Incomplete

	I	S		I	S
1. DOCUMENTATION		✓	21. CHECK OF INSTRUMENTS		✓
2. FLIGHT PLANNING		✓	22. RECOVERY FROM UNUSUAL ATTITUDES		✓
3. INSPECTIONS (INTERIOR)		✓	23. INSTRUMENT AIRWORK		✓
(EXTERIOR)		✓	24. RADIO TUNING AND ORIENTATION		✓
4. KNOWLEDGE OF A/C AND EQUIPMENT		✓	25. INTERCEPTION AND TRACKING		✓
5. ENGINE STARTING		✓	26. HOLDING		✓
6. TAXYING		✓	27. INSTRUMENT APPROACH (ADF- 1) L39		✓
7 USE OF BRAKES		✓	(VOR-)		
ENGINE RUN-UP		✓	(ILS-)		
USE OF CHECK LIST		✓	(GCA-)		
10. CREW BRIEFING AND TAKE-OFF DATA		✓	28. MISSED APPROACH		✓
11. TAKE-OFFS (NORMAL-)		✓	29. AREA ARRIVAL AND ATC PROCEDURES		✓
(CROSSWIND-)		✓	30. GO AROUND (BALKED LANDINGS)		✓
(STOL-)		✓	31. LANDINGS (CIRCLING MINIMUMS-)		✓
(REJECTED-)		✓	(NORMAL-)		✓
(ENGINE FAILURE-)		✓	(CROSSWIND-)		✓
12. AREA DEPARTURE AND ATC PROCEDURES		✓	(ZERO FLAP-) N/A		
13. CLIMBS AND CLIMBING TURNS		✓	(ACCURACY/SPOT-)		✓
14. STEEP TURNS (450 BANK)		✓	(STOL-)		✓
15. STALLS/APPROACH TO STALLS		✓	(NIGHT-)		✓
16. MANEUVERING AT MINIMUM SPEED		✓	(ENGINE(S) OUT-)		✓
17 RAPID DESCENT AND PULL-UP		✓			
ENGINE FAILURE/FIRE-FEATHERING ORAL		✓			
PROPELLER UNFEATHERING ORAL		✓	32. LOW AND HIGH RECONNAISSANCE		✓
20. SIMULATED EMERGENCIES:			ADDITIONAL PROCEDURES AND MANEUVERS		✓
FIRES-HEATER, CARGO, CABIN		✓	33.		
SMOKE REMOVAL		✓	34.		
ELECTRICAL FAILURES-FIRES		✓	35.		
EMERGENCY DESCENT(S)		✓	GENERAL COMPETENCY		
HYDRAULIC SYSTEM FAILURE		✓	36. CREW COODINATION		✓
FUEL DUMPING N/A			37. GENERAL AIRMANSHIP		✓
BRAKE FIRF		✓	38. JUDGEMENT		✓
EMERGENCY EVACUATION		✓	39. SMOOTHNESS AND COORDINATION		✓
BRAKE FAILURE		✓	40. ADHERENCE TO SOP		✓
USE OF AIRBRAKES N/A			A. Time trainee manipulated flight controls for purpose of training 2+16		
			B. Training time, this trainee, logged to company as non-revenue time 2+16		

COMMENTS: DRIVER IS READY FOR UPCOUNTRY TRAINING.

INSTRUCTOR CHECK AIRMA

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PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, C	T F/O	VTE	2:49	27 OCT 196 7

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND:
PCGC	M196X	UDN	:	2:18	2:58	[S] Completed to Standard [I] Incomplete

	I	S		I	S
1. DOCUMENTATION		✓	21. CHECK OF INSTRUMENTS		✓
2. FLIGHT PLANNING			22. RECOVERY FROM UNUSUAL ATTITUDES		
3. INSPECTIONS (INTERIOR)		✓	23. INSTRUMENT AIRWORK		
(EXTERIOR)		✓	24. RADIO TUNING AND ORIENTATION		
4. KNOWLEDGE OF A/C AND EQUIPMENT	✓		25. INTERCEPTION AND TRACKING		
5. ENGINE STARTING		✓	26. HOLDING		
6. TAXYING		✓	27. INSTRUMENT APPROACH (ADF–)		
USE OF BRAKES		✓	(VOR–)		
ENGINE RUN-UP	✓		(ILS–)		
USE OF CHECK LIST		✓	(GCA–)		
10. CREW BRIEFING AND TAKE-OFF DATA		✓	28. MISSED APPROACH		
11. TAKE-OFFS (NORMAL–) A		✓	29. AREA ARRIVAL AND ATC PROCEDURES		
(CROSSWIND–) B		✓	30. GO AROUND (BALKED LANDINGS)		
(STOL–) C	✓		31. LANDINGS (CIRCLING MINIMUMS–)		
(REJECTED–) D		✓	(NORMAL–)		
(ENGINE FAILURE–) E	✓		(CROSSWIND–)		
12. AREA DEPARTURE AND ATC PROCEDURES			(ZERO FLAP–)		
13. CLIMBS AND CLIMBING TURNS			(ACCURACY/SPOT-)		
14. STEEP TURNS (450 BANK)		✓	(STOL–)		✓
15. STALLS/APPROACH TO STALLS		✓	(NIGHT–)		
16. MANEUVERING AT MINIMUM SPEED		✓	(ENGINE(S) OUT–)		
RAPID DESCENT AND PULL-UP					
ENGINE FAILURE/FIRE-FEATHERING					
PROPELLER UNFEATHERING ORAL		✓	32. LOW AND HIGH RECONNAISSANCE		✓
20. SIMULATED EMERGENCIES:			ADDITIONAL PROCEDURES AND MANEUVERS		
FIRES-HEATER, CARGO, CABIN		✓	33.		
SMOKE REMOVAL		✓	34.		
ELECTRICAL FAILURES-FIRES		✓	35.		
EMERGENCY DESCENT(S)		✓	GENERAL COMPETENCY		
HYDRAULIC SYSTEM FAILURE BRAKES		✓	36. CREW COODINATION		✓
FUEL DUMPING			37. GENERAL AIRMANSHIP		✓
BRAKE FIRE		✓	38. JUDGEMENT		✓
EMERGENCY EVACUATION		✓	39. SMOOTHNESS AND COORDINATION		✓
BRAKE FAILURE		✓	40. ADHERENCE TO SOP		✓
USE OF AIRBRAKES			A. Time trainee manipulated flight controls for purpose of training: 0+40		
			B. Training time, this trainee, logged to company as non-revenue time: 0+40		

DOTTED ITEMS NOT MARKED

COMMENTS: (7) A/C KNOWLEDGE IMPROVING SPENDS A LOT OF TIME WITH MAINT PEOPLE IN THE HANGAR. (8) DOES NOT KNOW POINT CHECKS (11-C) DIRECTIONAL CONTROL IMPROVING (11-D) DOES NOT KNOW ENGINE FAILURE PROCEDURES. BUT MADE OUT WITH CHECK LIST.

INSTRUCTOR CHECK AIRMAN

DRIVER USES CHECK LIST ALWAYS.

DISTRIBUTION: 1 INDIV TNG FILE, VIA, 2 MFT RECORDS; 3 DFD, VIA MFT

OP-374 17 JUN 66

C06117042
APPROVED FOR RELEASE DATE: 09-Dec-2013

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PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, C.	T F/O	VTE	2:47	23 OCT. 196 7

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND
PC6C	N392R	CON	:	:	2:53	[S] Completed to Standard [I] Incomplete

	I	S
1. DOCUMENTATION		✓
2. FLIGHT PLANNING		✓
3. INSPECTIONS (INTERIOR)		✓
(EXTERIOR)		✓
4. KNOWLEDGE OF A/C AND EQUIPMENT	✓	
5. ENGINE STARTING	✓	
6. TAXYING	✓	
7 USE OF BRAKES	✓	
ENGINE RUN-UP	✓	
USE OF CHECK LIST		✓
10. CREW BRIEFING AND TAKE-OFF DATA		✓
11. TAKE-OFFS (NORMAL—)		✓
(CROSSWIND—)		✓
(STOL—)	✓	
(REJECTED—)	✓	
(ENGINE FAILURE—)		
12. AREA DEPARTURE AND ATC PROCEDURES		✓
13. CLIMBS AND CLIMBING TURNS		✓
14. STEEP TURNS (450 BANK)		✓
15. STALLS/APPROACH TO STALLS		✓
16. MANEUVERING AT MINIMUM SPEED		✓
17 RAPID DESCENT AND PULL-UP		✓
ENGINE FAILURE/FIRE-FEATHERING ORAL	✓	
PROPELLER UNFEATHERING ORAL	✓	
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		✓
SMOKE REMOVAL		✓
ELECTRICAL FAILURES-FIRES		✓
EMERGENCY DESCENT(S)		✓
HYDRAULIC SYSTEM FAILURE		
FUEL DUMPING		
BRAKE FIRE		✓
EMERGENCY EVACUATION		✓
BRAKE FAILURE		✓
USE OF AIRBRAKES		

	I	S
21. CHECK OF INSTRUMENTS		✓
22. RECOVERY FROM UNUSUAL ATTITUDES		✓
23. INSTRUMENT AIRWORK		✓
24. RADIO TUNING AND ORIENTATION	✓	
25. INTERCEPTION AND TRACKING	✓	
26. HOLDING		
27. INSTRUMENT APPROACH (ADF—)		
(VOR—)		
(ILS—)		
(GCA—)		
28. MISSED APPROACH		
29. AREA ARRIVAL AND ATC PROCEDURES		✓
30. GO AROUND (BALKED LANDINGS)		
31. LANDINGS (CIRCLING MINIMUMS—)		
(NORMAL—)		
(CROSSWIND—)	✓	
(ZERO FLAP—)		
(ACCURACY/SPOT-)		
(STOL—)	✓	
(NIGHT—)		
(ENGINE(S) OUT—)		
32. LOW AND HIGH RECONNAISSANCE		✓
ADDITIONAL PROCEDURES AND MANEUVERS		
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION		✓
37. GENERAL AIRMANSHIP		✓
38. JUDGEMENT		✓
39. SMOOTHNESS AND COORDINATION		✓
40. ADHERENCE TO SOP		✓

A. Time trainee manipulated flight controls for purpose of training	1+20
B. Training time, this trainee, logged to company as non-revenue time	2+53

COMMENTS: (1) MADE HIS FIRST ENGINE START THIS FLIGHT UNSURE OF CORRECT PROCEDURES.
(2) NEEDS MORE PATTERN WORK
(3) STEADY IMPROVEMENT.
(4) FLYS WITH A MORE POSITIVE FEEL

INSTRUCTOR CHECK AIRMAN

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OP-374 17 JUN 66

C06117043

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(b)(6)

PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, C	T F/O	VTE	4:54	21 OCT 196 7

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND
PCGC	N392R	UDN	:	0+24	5:09	[S] Completed to Standard [I] Incomplete

	I	S
1. DOCUMENTATION		✓
2. FLIGHT PLANNING N/A		
3. INSPECTIONS (INTERIOR)	✓	
(EXTERIOR)	✓	
4. KNOWLEDGE OF A/C AND EQUIPMENT	✓	
5. ENGINE STARTING	✓	
6. TAXYING		✓
USE OF BRAKES	✓	
ENGINE RUN-UP	✓	
USE OF CHECK LIST		✓
10. CREW BRIEFING AND TAKE-OFF DATA	✓	✓
11. TAKE-OFFS (NORMAL–)		✓
(CROSSWIND–)	✓	
(STOL–)	✓	
(REJECTED–)	✓	
(ENGINE FAILURE–) N/A		
12. AREA DEPARTURE AND ATC PROCEDURES		✓
13. CLIMBS AND CLIMBING TURNS		✓
14. STEEP TURNS (450 BANK)		✓
15. STALLS/APPROACH TO STALLS		✓
16. MANEUVERING AT MINIMUM SPEED		✓
17. RAPID DESCENT AND PULL-UP N/A		
ENGINE FAILURE/FIRE-FEATHERING N/A		
PROPELLER UNFEATHERING N/A		
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		✓
SMOKE REMOVAL		✓
ELECTRICAL FAILURES-FIRES	✓	
EMERGENCY DESCENT(S) N/A		
HYDRAULIC SYSTEM FAILURE N/A		
FUEL DUMPING N/A		
BRAKE FIRF	✓	
EMERGENCY EVACUATION		✓
BRAKE FAILURE N/A		
USE OF AIRBRAKES N/A		

	I	S
21. CHECK OF INSTRUMENTS		✓
22. RECOVERY FROM UNUSUAL ATTITUDES		✓
23. INSTRUMENT AIRWORK		✓
24. RADIO TUNING AND ORIENTATION		✓
25. INTERCEPTION AND TRACKING		✓
26. HOLDING N/A		
27. INSTRUMENT APPROACH (ADF–) N/A		
(VOR–) N/A		
(ILS–)		
(GCA–) ✓		
28. MISSED APPROACH N/A		
29. AREA ARRIVAL AND ATC PROCEDURES		✓
30. GO AROUND (BALKED LANDINGS)		✓
31. LANDINGS (CIRCLING MINIMUMS–) N/A		
(NORMAL–)		✓
(CROSSWIND–)		✓
(ZERO FLAP–)		
(ACCURACY/SPOT–)		✓
(STOL–)		✓
(NIGHT– NORMAL)		✓
(ENGINE(S) OUT–) N/A		
32. LOW AND HIGH RECONNAISSANCE N/A		
ADDITIONAL PROCEDURES AND MANEUVERS		
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION		✓
37. GENERAL AIRMANSHIP		✓
38. JUDGEMENT		✓
39. SMOOTHNESS AND COORDINATION		✓
40. ADHERENCE TO SOP		✓
A. Time trainee manipulated flight controls for purpose of training	1+20	
B. Training time, this trainee, logged to company as non-revenue time	5+09	

COMMENTS: (1) DRIVER IS VERY ENTHUSIASTIC AND DID QUITE WELL FOR HIS FIRST TIME IN THE AIRCRAFT.
(2) UNFAMILIER WITH START PROCEDURES & STOL OPERATION

INSTRUCTOR CHECK AIRMAN

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OP-374 17 JUN 66

C06117044
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PAGE 01 IN 478738

TOR:291012Z JAN 75

(b)(3)(c)

SECRET 291000Z JAN 75 STAFF

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON.

(b)(1)
(b)(3)(n)

REF: NHA TRANG

ZRPARKA (PART II)

TIME OF REPORT 1800 (L) 29 JANUARY 1975

(b)(6)

RECOVERY

1. NOW THAT WE HAVE UNANIMITY ON THE THREAT ASSESSMENT, IN FULL AGREEMENT THAT FORMAL REQUEST FOR JCRC RECOVERY MISSION BE SUBMITTED SOONEST.

2. AT TIME THIS MESSAGE FILED HE TRYING CONTACT DEPUTY CHIEF OF MISSION BY PHONE TO SEE IF EMBASSY WILL PUT IN REQUEST OR IF WANTS TO SEND DOWN REQUEST BY CABLE.

3. FYI ONLY: JCRC REP NHA TRANG TOLD THAT HIS SAIGON OFFICE IS UNEASY ABOUT MISSION SINCE IT DOES NOT FALL DIRECTLY UNDER THE JCRC CHARTER. HE ADDED THAT HE THOUGH THE REQUEST MIGHT HAVE TO GO TO CINCPAC FOR FINAL APPROVAL. E2 IMPDET

SECRET

C06117045

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(b)(6)

SYNTHETIC INSTRUMENT TRAINING CERTIFICATION

TO : CP-VTE DATE : 26 Feb. 1973

FROM : SITI-VTE

I hereby certify that Driver, C. N. received 4:00 hours Synthetic Instrument Training on 26 Feb. 1973.

COMMENTS OR RECOMMENDATIONS: _____

cc: SCP TPE
File

[redacted]
Syn Inst. Trng. Instr.

C06117046

APPROVED FOR RELEASE DATE: 09-Dec-2013

[redacted] (b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

1

SYNTHETIC INSTRUMENT TRAINING CERTIFICATION

TO : MFD-VTE DATE : 31 May 1972

FROM : SITI-VTE

I hereby certify that Driver, C. N. received 2:00 hours

Synthetic Instrument Training on 31 May 1972 .

COMMENTS OR RECOMMENDATIONS : _____

_____

_____

cc: SCP TPE
File

[redacted]

Syn. Inst. Trng. Instr.

C06117047
APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

SYNTHETIC INSTRUMENT TRAINING CERTIFICATION

TO : MFD-VTE

FROM : SITI-VTE DATE : 16 Dec. 1971

I hereby certify that Driver, C. N. received 2:00 hours Synthetic Instrument Training on 16 Dec. 1971.

COMMENTS OR RECOMMENDATIONS :

cc: SCP TPE
MFOT VTE

Syn. Inst. Trng. Instr.

C06117048

APPROVED FOR RELEASE DATE: 09-Dec-2013

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[redacted] (b)(6)

SYNTHETIC INSTRUMENT TRAINING CERTIFICATION

C-105

TO : CP-VTE DATE : 29 Sept. 1972

FROM : SITI-VTE

I hereby certify that Driver, C. N. received 4:00 hours

Synthetic Instrument Training on 29 Sept. 1972.

COMMENTS OR RECOMMENDATIONS :

cc: SCP TPE
File

[redacted]

Syn. Inst. Trng. Instr.

C06117049

APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

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SYNTHETIC INSTRUMENT TRAINING CERTIFICATION

TO : MFD/VTE

FROM : SITI/VTE DATE : 26 July 71

I hereby certify that Driver, C. received 2:00 hours Synthetic Instrument Training on 26 July 71.

COMMENTS OR RECOMMENDATIONS :

cc: DFD TPE
MFOT VTE

Syn. Inst. Trng. Instr.

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PAGE 01-01 IN 482577

TOR:021008Z FEB 75

S E C R E T 020945Z FEB 75 STAFF

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON,

(b)(3)(c)

(b)(1)
(b)(3)(n)

REF: NHA TRANG

ZRPARKA (PART II)

TIME OF REPORT 1800 (L) 2 FEBRUARY 1975

RECOVERY

NOTHING NEW TO REPORT. E2 IMPDET

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[redacted] (b)(6)

CERTIFICATION OF GROUND TRAINING

NAME	CREW POSITION	STATION
DRIVER, C.N.	F/O	VTE

COURSE TITLE	HOURS	DATE COMPLETED	GRADE
C-123K Recurrent	16+00	12 Nov. 1972	100%

This is to certify that the individual named above has completed the Training course indicated. The training was conducted at VTE (Station) by [redacted] (Instructor)

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CP VTE
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[redacted]
MFOTD/SEA-VTE

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C06117052

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(b)(6)

CERTIFICATION OF GROUND TRAINING

NAME	CREW POSITION	STATION
DRIVER, C. N.	F/O	VTE

COURSE TITLE	HOURS	DATE COMPLETED	GRADE
SURVIVAL TRAINING	16+00	7 Nov. 1972	100%

This is to certify that the individual named above has completed the Training course indicated. The training was conducted at VTE (Station) by [redacted] (Instructor)

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SCP TPE
FILE

[redacted]
MFOTD/SEA-VTE

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C06117053

FORM 30. 16
7-71 MFG. 3/74

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PAGE 01 IN 482289

TOR:011024Z FEB 75

S E C R E T 010950Z FEB 75 STAFF

(b)(3)(c)

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON.

(b)(1)
(b)(3)(n)

REF: A. NHA TRANG

B. NHA TRANG

ZRPARKA (PART II)

TIME OF REPORT 1800 (L) 1 FEBRUARY 1975

(b)(6)

RECOVERY

1. RETURNED NHA TRANG, WHILE AT NKP HAD DISCUSSED PROPOSED MISSION WITH HIS SUPERIOR OFFICER, , WHO WILL LEAD OVERALL RECOVERY TEAM IN NHA TRANG, IN FULL AGREEMENT WITH ASSESSMENT OF THE MISSION. HE IS WILLING UNDERTAKE MISSION AND PREPARED TO SUPPORT THE MISSION PLAN WITH JCRC COMMANDER. MISSION TEAM, WITH NECESSARY GEAR, BEING FORMED AND WILL BE READY TO DEPART NKP WITHIN 24 HOURS OF MISSION APPROVAL.

2. THOUGHT DECISION WOULD BE MADE AT USAG HQS RATHER THAN HAVE TO GO TO CINCPAC AS SUGGESTED BY JCRC REP NHA TRANG (SEE REF B, PARA 3).

S E C R E T

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FORM 3020b
7-71 MFG. 3/74

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ACTION # | INFO | (b)(3)(c)

PAGE 02 IN 482289

TOR:011024Z FEB 75

3. [redacted] (b)(1) (b)(3)(n)

[redacted] SITE IS A [redacted] LARGE TRIANGULAR/CONE SHAPED AREA WHICH IS ABOUT 170 METERS AT ITS WIDEST POINT AND ABOUT 200 METERS FROM THE POINT OF INITIAL IMPACT TO THE FINAL IMPACT ZONE. THIS IS A LARGER AREA TO SEARCH THAN ORIGINALLY THOUGHT AND [redacted] (b)(6) [redacted] NOW SPECULATES THAT THE TEAM MAY HAVE TO STAY ON GROUND OVERNIGHT TO MAKE COMPLETE SEARCH OF AREA. HE SAID [redacted] HAD NO PROBLEM WITH THIS AND WAS PREPARED TO STAY AS LONG AS NECESSARY TO DO THE JOB. PHOTOS ALSO SHOW AN LZ ABOUT THREE KILOMETERS FROM THE CRASH SITE WHICH IS SUITABLE TO INSERT THE ARVN SECURITY FORCE.

4. AS [redacted] PUT IT THE "DOERS" ARE READY TO GO AS SOON AS APPROVAL IS GRANTED.

5. [redacted] IS PREPARED TO DISCUSS MATTER OF GVN SUPPORT WITH [redacted] ON MONDAY, 3 FEB.

6. REALIZE WE GETTING CLOSE TO TET, WITH ALL THE MILITARY AND HOLIDAY RAMIFICATIONS OF THAT PERIOD. AS RESULT CONGEN

~~SECRET~~

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C06117053

ORM 3020b
71 MFG. 3/74

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INFO

RF. FILE. VR.

(b)(3)(c)

CTION #

STAFF			
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PAGE 03-03 IN 482289

TOR: 011024Z FEB 75

MOVING AHEAD AS RAPIDLY AS POSSIBLE AND WE ASKED [redacted] (b)(6)

TO BRING FACTOR OF TET PERIOD TO ATTENTION OF HIS HQS AT NKP WHEN

HE CALLS ON MONDAY TO CHECK ON STATUS OF APPROVAL ACTION.

E2 IMPDET

SECRET

APPROVED FOR
RELEASE DATE:
09-Dec-2013

C06117054
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

COMPLETION OF TRAINING RECORD

TO: See Distribution

FROM: MFOT D/SEA-VTE

The individuals named below completed the C-47 (aircraft) Initial (type course) training course on 25 July 1971 (date). The training was conducted at VTE (station) by [redacted] (instructor).

Name	Station at	Hours Instruction	Grade
1. [redacted]	SGN	40+00	98% Upgraded to 100%
2. [redacted]	SGN	40+00	99% Upgraded to 100%
3. DRIVER, C. N. ✓	VTE/SGN	40+00	98% Upgraded to 100%

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Distribution

1 DFOTD
1 DFD
1 DFOD (Dispatchers only)
1 MFOT-TAW
1 MFOT-VTE
1 Each MFD concerned ✓
1 File

Original signed by [redacted]

Manager, Flight Operations Training

FOPS-803
Nov - 67

C06117055
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

COMPLETION OF TRAINING RECORD

TO: See Distribution

FROM: MFOT D/SEA-VTE

The individuals named below completed the VTE (aircraft) Initial (type course) training course on 29 Aug. 1971 (date) The training was conducted at VTE (station) by [redacted] (instructor)

Name	Station at	Hours Instruction	Grade
1. [redacted]	VTE	40+00	92% Upgraded to 100%
2. [redacted]	VTE	40+00	88% Upgraded to 100%
3. [redacted]	VTE	40+00	87% Upgraded to 100%
4. [redacted]	VTE	40+00	90% Upgraded to 100%
5. DRIVER, C. H. ✓	~~VTE~~ SGN	40+00	87% Upgraded to 100%
6. [redacted]	VTE	40+00	94% Upgraded to 100%
7. [redacted]	VTE	40+00	93% Upgraded to 100%

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Distribution

1 SCP
1 DFOD (Dispatchers only)
1 MFOT-TAW
1 MFOTD-SEA-VTE ✓
1 Each CP concerned
1 File

Original signed by [redacted]

Manager, Flight Operations Training

FOPS-803/R1
Aug. 71

C0610[illegible]
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(b)(6)

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COMPLETION OF TRAINING RECORD

TO : See Distribution

FROM: [illegible] BKK

The individuals named below completed the PC-6C (aircraft) Initial (type course) training course on 12 June 1968 (date). The training was conducted at VTE (station) by [redacted] (instructor).

Name	Station at	Hours Instruction	Grade
1. Driver, C.N.	VTE	32+00	92%
2. [redacted]	VTE	32+00	88%
3. [redacted]	VTE	32+00	84%

Distribution

1 DOMID
1 DFD
1 DFOD (Dispatchers only)
1 [illegible] BKK
1 Each LFD concerned
1 File

s/s [redacted]
Manager, Flight Operations Training

APPROVED FOR RELEASE DATE: 09-Dec-2013

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FORM 3020B
7-71 MFG. 3/74

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PAGE 01 IN 482947

TOR:031021Z FEB 75

SECRET 031000Z FEB 75 STAFF

CITE NHA TRANG [redacted]

TO: IMMEDIATE DIRECTOR, SAIGON.

[redacted]

REF A. NHA TRANG [redacted]

B. NHA TRANG [redacted]

ZRPARKA [redacted] (PART II)

TIME OF REPORT 1800 (L) 3 FEBRUARY 1975

RECOVERY

1. [redacted] HAS APPOINTMENT TO SEE [redacted] KHANH HOA PROVINCE CHIEF, AT 0830 HOURS, 4 FEB. [redacted] AND [redacted] WILL ACCOMPANY.

2. [redacted] LEARNED BY PHONE FROM [redacted] THAT [redacted] WILLING TO GO AHEAD WITH THE MISSION AND HAD REQUESTED APPROVAL FROM [redacted], CHIEF USSAG, IN PROCESS OF MAKING REQUEST JCRC HQS LEARNED THAT DAO (PRESUMABLY DAO SAIGON) HAD REVISED ITS THREAT ASSESSMENT FROM LOW/MODERATE BACK TO MODERATE/HIGH (SEE PARA 1 REF B). AS RESULT JCRC STANDING DOWN UNTIL THREAT ASSESSMENT RESOLVED. SAIGON STATION ATTEMPTING TO TRACK

(b)(3)(c)

(b)(1)
(b)(3)(n)

(b)(6)

SECRET

C06117057

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FORM 3020b
7-71 MFG. 3/74

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ACTION UNIT

INFO

RF. FILE. VR.

(b)(3)(c)

ACTION #

PAGE 02-02 IN 482947

TOR:031021Z FEB 75

DOWN THIS DEVELOPMENT, [redacted] BRIEFED. HE CALLED [redacted], DEP POLMIL SECTION, EMBASSY SAIGON, AND ASKED HIM ALSO TO LOOK INTO MATTER. (b)(6)

3. MEDICAL RECORDS OF MR. RAWLINGS TURNED OVER TO [redacted] E2 IMPDET

SECRET

C06117058

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SECRET

ON/UNIT NOTIFIED

STAFF

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CTION UNIT

CTION #

INFO RF. FILE. VR.

EYES ONLY

PAGE 01 IN 487692

TOR: 061735Z FEB 75

SECRET 061035Z FEB 75 STAFF (b)(3)(c)

CITE SAIGON

TO: DIRECTOR INFO NHA TRANG. (b)(1) (b)(3)(n)

REF: DIRECTOR (BEING RELAYED NHA TRANG)

1. ACKNOWLEDGE RECEIPT OF REF AND WISH TO ASSURE YOU THAT ALL HANDS HERE UNDERSTAND HUMANITARIAN AND ADMINISTRATIVE CONSIDERATIONS INVOLVED IN THIS MATTER. INDEED ONE COULD SAY THAT ENTIRE AMERICAN 1348!-. ESTABLISHMENT HERE IS SENSITIZED TO THE PROBLEMS OF THOSE FAMILIES WHO HAVE RELATIVES MISSING IN ACTION.

2. THE FACT IS THAT THERE IS NO CHANCE WHATSOEVER OF FINDING SURVIVORS FROM THIS TRAGIC ACCIDENT. THE EXAMINATION OF THE PHOTOGRAPHS OF THE WRECKAGE AND THE PATH THE PLANE TOOK THROUGH THE TREES SHOULD CLEARLY INDICATE THAT NO ONE COULD HAVE SURVIVED. WHILE THE TERM "MISSING" IS TECHNICALLY CORRECT, IT IS NOT REALISTIC TO ASSUME THAT ANYTHING OTHER THAN BONES WILL BE FOUND.

3. AGAINST THE CERTAINTY THAT UNDER OPTIMUM CIRCUMSTANCES ONLY BONES WILL BE FOUND, THE SECURITY DIFFICULTIES AND THE PHYSICAL PROBLEMS OF THE RECOVERY OPERATION LOOM VERY LARGE. IT IS HIGHLY UNLIKELY THERE WILL BE RECOVERY OPERATION BEFORE TET AND HOW SOON

SECRET *PORTION GARBLED- BEING SERVICED

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PAGE 02-02 IN 487692

TOR:061735Z FEB 75 SAIG

IT WILL COMMENCE AFTER TET DEPENDS ON A NUMBER OF FACTORS OVER WHICH WE HAVE NO CONTROL. THE PATTERN OF ENEMY ACTIVITY IN THE GENERAL AREA INCLUDING IN CONTIGUOUS PROVINCES OF MILITARY REGION TWO, THE WEATHER, OVERRIDING PRIORITIES FOR THE USE OF AIRCRAFT, USSAG CONCERN OVER DEVELOPMENTS *IN CAMBODIA ~~P GWHATE A,~~ THE WILLINGNESS OF THE GVN AUTHORITIES TO SPARE THE NECESSARY TROOPS FOR AN EXTENDED PERIOD OF TIME ARE SOME, NOT NECESSARILY ALL, OF THE FACTORS INVOLVED.

4. VERY BRIEFLY, THE TERRAIN IS AS DIFFICULT AS IT COMES. TRIPLE CANOPY FOREST, STEEP MOUNTAIN SIDE, NO IMMEDIATE OR EVEN NEARBY LANDING ZONE, NO ROADS AND FREQUENTLY CHANGING LOW CLOUD FORMATIONS BY THEMSELVES SUGGEST CONSIDERABLE RISK TO PARTICIPATING PERSONNEL, TO WHICH THE POSSIBILITY OF ENEMY THREAT MUST BE ADDED.

5. WE DO NOT WISH TO SOUND DISCOURAGING BUT IT IS IN FACT A DISCOURAGING SITUATION WHICH MUST BE FACED SQUARELY. E2 IMPDET

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C06117059

FORM 3020b
7-71 MFG. 3/74

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INFO RF. FILE. VR.

ACTION #

PAGE 01 IN 484367

TOR:040954Z FEB 75

S E C R E T 040935Z FEB 75 STAFF (b)(3)(c)

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON. (b)(1)
(b)(3)(n)

REF NHA TRANG

ZRPARKA (PART II)

TIME OF REPORT 1800 (L) 4 FEBRUARY 1975

RECOVERY

1. STATION AND EMBASSY CHIEF OF DAO SAIGON REVEALED THAT DAO HAS NOT REPEAT NOT REVISED ITS THREAT ASSESSMENT BACK UP TO MODERATE/HIGH AND WE UNABLE TO DETERMINE HOW THIS MISINFORMATION REACHED JCRC HQS. ACCORDING TO WILL BE IN SAIGON TOMORROW AND DCM WILL DISCUSS ENTIRE MATTER OF RECOVERY MISSION WITH HIM, AT WHICH TIME WILL CLARIFY THE SAIGON POSITION ON THE THREAT ASSESSMENT AND REITERATE THE EMBASSY'S DESIRE TO MOVE AHEAD WITH THE MISSION. (b)(6)

2. AT MEETING TODAY WITH HOA PROVINCE CHIEF, IT AGREED THAT HIS STAFF WILL GET TOGETHER WITH OFFICERS FROM THE

S E C R E T

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117059

FORM 3020b
7-71 MFG. 3/74

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(b)(3)(c)

ACTION #

PAGE 02-02 IN 484367

TOR:040954Z FEB 75

HOA PROVINCE REP [redacted] AND BASE OFFICER [redacted] (b)(6)

[redacted] TO WORK OUT DETAILS OF ARVN SUPPORT.

FIRST MEETING SCHEDULED FOR TOMORROW 5 FEB.

3. [redacted] IN MAKING REQUEST FOR SUPPORT INDICATED THAT HE WOULD LIKE TO UNDERTAKE THE MISSION BEFORE TET. WHILE [redacted] DID NOT REPLY DIRECTLY HE DID INDICATE THAT THE UNIT HE PROBABLY WOULD USE IS CURRENTLY IN TRAINING IN PLEIKU AND IS EXPECTED BACK IN THE AREA AFTER TET.

4. [redacted] SAID HE WOULD REQUEST AIR SUPPORT FOR HIS TROOPS DIRECTLY FROM CORPS. E2 IMPDET

SECRET

APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

COMPLETION OF TRAINING REPORT

TO: See Distribution

FROM: MOT BKK

The individuals named below completed the Survival (aircraft) Initial (type course) training course on 30 May 1968 (date). The training was conducted at VTE (station) by [redacted] (instructor).

Name	Stationed at	Hours Instruction	Grade
1. Driver, C.N.	VTE	14+00	100%
2. [redacted]	VTE	14+00	100%
3. [redacted]	VTE	14+00	100%
4. [redacted]	VTE	14+00	92%
5. [redacted]	VTE	14+00	100%

Distribution

1 DOTD
1 DFD
1 DFOD(Dispatchers only)
1 MFT BKK
1 Each MFD concerned
1 File

Original signed by [redacted]
Manager, Operations Training

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117061
APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

COMPLETION OF TRAINING REPORT

TO: See Distribution

FROM: MFOT BKK

The individuals named below completed the H-395 (aircraft) Initial (type course) training course on 10 October 1967 (date) The training was conducted at VTE (station) by [redacted] (instructor)

Name	Station at	Hours Instruction	Grade
1. Driver, C.N.	VTE	8+00	94%
2. [redacted]	UDN	8+00	94%
3. [redacted]	VTE	8+00	94%
4. [redacted]	VTE	8+00	94%
5. [redacted]	VTE	8+00	92%
6. [redacted]	UDN	8+00	96%
7. [redacted]	VTE	8+00	96%
8. [redacted]	VTE	8+00	90%

Distribution
1 DFOTD
1 DFD
1 DFOD (Dispatchers only)
1 MFT BKK
1 Each MFD concerned
1 File

Original signed by
[redacted]
Manager, Flight Operations Training

C06117062
APPROVED FOR RELEASE DATE: 09-Dec-2013

7-71 MFG. 3/74

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PAGE 01 IN 500616

TOR:210944Z FEB 75 NHTR

SECRET 210935Z FEB 75 STAFF

(b)(3)(c)

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON.

(b)(3)(n)
(b)(1)

REF NHA TRANG

ZRPARKA (PART II)

TIME OF REPORT 1800 (L) 21 FEBRUARY 1975

RECOVERY

1. AERIAL RECON OF IMMEDIATE AREA OF CRASH SITE FAILED DISCLOSE ANY SUITABLE LANDING ZONES. WILL MAKE ADDITIONAL RECONS OF ADJACENT AREAS FOR SUITABLE LANDING FIRST OF NEXT WEEK. THIS SHOULD NOT UPSET TIMETABLE SUBMITTED PARA 3 REF.

2. UNLESS WE HAVE SIGNIFICANT DEVELOPMENT DO NOT PLAN FILE REPORT SATURDAY OR SUNDAY, 22-23 FEBRUARY.

E2 IMPDET

SECRET

C06117063

)RM 3020b
)1 MFG. 3/74

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STAFF PRECEDENCE

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PAGE 01 IN 493641

TOR:130954Z FEB 75 NHTR

S E C R E T 130945Z FEB 75 STAFF

(b)(3)(c)

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON.

(b)(1)
(b)(3)(n)

REF: NHA TRANG

TIME OF REPORT 1800 (L) 13 FEBRUARY 1975

RECOVERY

(b)(6)

1. APPROVED USE OF ARVN SECURITY FORCE, INCLUDING CHOPPER SUPPORT, FOR JCRC RECOVERY MISSION.

2. GROUP MENTIONED PARA 4 REF MET AND WENT OVER PRELIMINARY PLANS FOR OPERATION. CONGEN WILL SUBMIT PLAN TO JCRC FOR ITS CONSIDERATION WHEN DETAILS FIRMED UP.

3. CONGEN MESSAGE NOTED PARA 5 REF IS NHA TRANG SENT TODAY. E2 IMPDET

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C06117064

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(b)(6)

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COMPLETION OF TRAINING REPORT

TO : See Distribution

FROM: MFOT BKK

The individuals named below completed the PC-6C (aircraft) Initial (type course) training course on 12 October 1967. The training was conducted at VTE (station) by [redacted] (instructor)

	Name	Station at	Hours Instruction	Grade
1.	[redacted]	VTE	32+00	90%
2.	[redacted]	VTE	32+00	98%
3.	Driver, C. N.	VTE	32+00	96%
4.	[redacted]	VTE	32+00	94%
5.	[redacted]	VTE	32+00	98%
6.	[redacted]	UDN	32+00	92%
7.	[redacted]	VTE	32+00	88%
8.	[redacted]	UDN	32+00	94%
9.	[redacted]	VTE	32+00	92%
10.	[redacted]	VTE	32+00	98%
11.	[redacted]	VTE	32+00	92%

Distribution

1 DFOTD
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1 DFOD (Dispatchers only)
1 MFT Bkk
1 Each MFD concerned
1 File

s/s [redacted]
Manager, Flight Operations Training

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FORM 3020
7-71 MFG. 3/74

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PAGE 01 IN 502445

TOR:241107Z FEB 75 NHTR

S E C R E T 250945Z FEB 75 STAFF

(b)(3)(c)

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON.

(b)(1)
(b)(3)(n)

(PART II)

TIME OF REPORT 1800 (L) 24 FEBRUARY 1975

RECOVERY

1. COORDINATION WITH JCRC CONTINUES WITH BASE'S PREPARATION OF ORDER OF BATTLE THREAT ASSESSMENT TO BE SUBMITTED VIA CONGEN TO USSAG.

2. ADVERSE WEATHER CONDITIONS PRECLUDED ANY AERIAL RECON TODAY, HOWEVER, SEARCH FOR LANDING ZONE TO CONTINUE AS SOON AS WEATHER PERMITS. TARGET DATE OF 6 MARCH REMAINS IN EFFECT. E2 IMPDET

S E C R E T

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C06117066
APPROVED FOR RELEASE DATE: 09-Dec-2013

-71 MFG. 3/74

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PAGE 01 IN 492597

TOR:121030Z FEB 75 NHTR

SECRET 120950Z FEB 75 STAFF

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON.

REF: NHA TRANG

(b)(3)(c)

(b)(1)
(b)(3)(n)

ZRPARKA (PART II)

TIME OF REPORT 1800 (L) 12 FEBRUARY 1975

RECOVERY

1. BASE AND CONGEN REP, , MET WITH KHANH HOA PROVINCE CHIEF IN MORNING TO BRING HIM UP TO DATE ON JCRC PLANNING AND DETERMINE STATUS HIS PLANS TO PROVIDE SECURITY FORCE FOR RECOVERY MISSION. REPEATED HE PLANNED USE 207TH RECON COMPANY PRESENTLY IN TRAINING AT PLEIKU FOR OPERATION, AND WHILE DETAILS REMAINED TO BE WORKED OUT HE WILLING LET 207TH RON IN AREA IF NECESSARY, PERSONAL ASSESSMENT OF THREAT IN AREA IS LOW.

(b)(6)

2. INDICATED HE WOULD NEED HELP IN GETTING CHOPPER SUPPORT FOR SECURITY FORCE. THIS MATTER DISCUSSED WITH CONGEN AND HE SUGGESTED COB VISIT

SECRET

C06117066
7-71 MFG. 3/74
APPROVED FOR RELEASE DATE: 09-Dec-2013

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PERSON/UNIT NOTIFIED _____

STAFF

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ACTION # _____

(b)(3)(c)

TOR: 121030Z FEB 75 NHTR

MR-2 DEPUTY COMMANDER, [redacted] THIS AFTERNOON AND REQUEST THE NECESSARY CHOPPERS. [redacted] SAID THAT HE WOULD MAKE THE REQUEST TO [redacted], COMMANDING GENERAL MR-2, AND THAT HE WAS CERTAIN THAT AS LONG AS THE MILITARY SITUATION PERMITTED AVAILABLE AIR SUPPORT WOULD BE PROVIDED.

3. [redacted] LEARNED FROM SECTOR CHIEF OF STAFF, [redacted] THAT 207TH RECON COMPANY NOW DUE BACK IN NHA TRANG ABOUT 26 FEB.

4. [redacted], BASE OFFICER [redacted] SECTOR CHIEF OF STAFF, THE S-2, [redacted] AND S-3 [redacted] HAVE A PLANNING MEETING SCHEDULED FOR 1430 HOURS TOMORROW 13 FEB.

5. CONGEN [redacted] IS SENDING SHORT MESSAGE TO SAIGON NOTING THAT JCRC MESSAGE COVERED IN REF STILL CARRIED THE "HIGH" THREAT ASSESSMENT AS OF 7 FEB, ALTHOUGH THE MATTER IS BEING TAKEN CARE OF AND THAT THE DETAILS OF JUST WHAT ARVN UNITS WILL ACT AS THE SECURITY FORCE HAS NOT YET BEEN DETERMINED. ON LATTER POINT, CONGEN [redacted] IS CONCERNED THAT [redacted] WILL THINK WE HAVE GONE BEHIND

(b)(6)

SECRET

C06117066
7-71 MFG. 3/74
APPROVED FOR RELEASE DATE: 09-Dec-2013

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PAGE 03-03 IN 492597

TOR:121030Z FEB 75 NHTR

HIS BACK TO GET SUPPORT IF HE SHOULD LEARN THAT JCRC PLANNING USE THE 201ST RANGERS FOR SECURITY FORCE WHEN HE IS DISCUSSING WITH US THE USE OF THE 207TH RECON. WHILE DIFFERENT UNIT DESIGNATIONS MAY JUST BE GARBLE, HIS LOW-KEY MESSAGE IS INTENDED TO ALERT EMBASSY SAIGON TO SITUATION IN ORDER AVOID A POTENTIAL PROBLEM.

E2 IMPDET

SECRET

C06117067
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

19 66

Name in Full	Clarence Nesbit DRIVER	Date of Birth	7 March 1921
Date of Employment	15 May 1966	Total Flight Time at Employment	Approx.6000 Hrs.
Present Position	F/O	Dual Rated	

GROUND SCHOOL COMPLETED

Basic			Recurrent			Initial/Transition			Up-grading		
Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date
Co-Processing			Aircraft			Aircraft			Aircraft		
Meteorology						C-47	87%	F06			
Ops-Regs						C-123B	88%	F18			
Navigation											
Emergency			Emergency			Emergency			Emergency		
Total Hours:			Total Hours:			Total Hours: 8040			Total Hours:		
Certified By:			Certified By:			Certified By: MOT-BKK Original Signed by			Certified By:		

ADDITIONAL TRAINING

Basic			Recurrent			Initial/Transition			Up-grading		
Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date
Total Hours:			Total Hours:			Total Hours:			Total Hours:		
Certified By:			Certified By:			Certified By:			Certified By:		

LICENSE TRAINING

US ATR			US Dispatcher			US-Flight Engineer			CCAA-ATR-SR.COMM.		
Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date
FAR			FAR			FAR			FAR		
WT & BAL			WT & BAL			WT & BAL			WT & BAL		
Navigation			Navigation			Aircraft			Navigation		
Meteorology			Meteorology			Meteorology			Meteorology		
Performance			Flt-Planning			Computation			Instrument		
ATC			ATC			Operation			ATC		
Total Hours:			Total Hours:			Total Hours:			Total Hours:		
Certified By:			Certified By:			Certified By:			Certified By:		

DIRECTED STUDY WRITTEN EXAMINATIONS

First Quarter		Second Quarter		Third Quarter		Fourth Quarter	
Date	Grade	Date	Grade	Date	Grade	Date	Grade

REMARKS

1	ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)
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FORM 751 P3

C06117068
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

19 66

Name in Full Clarence N. Driver	Date of Birth 7 Mar, 1921
Date of Employment 15 May 1966	Total Flight Time at Employment Hrs.
Present Position F/O	Dual Rated

GROUND SCHOOL COMPLETED

Basic			Recurrent			Initial/Transition			Up-grading		
Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date
Co-Processing			Aircraft			Aircraft			Aircraft		
Meteorology	80%	E26									
Ops-Regs	87.5%	E28									
Navigation	95%	E27									
Emergency	95%	E28	Emergency			Emergency			Emergency		
Total Hours: 40+00			Total Hours:			Total Hours:			Total Hours:		
			Certified By:			Certified By:			Certified By:		

ADDITIONAL TRAINING

Basic			Recurrent			Initial/Transition			Up-grading		
Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date
Total Hours:			Total Hours:			Total Hours:			Total Hours:		
Certified By:			Certified By:			Certified By:			Certified By:		

LICENSE TRAINING

US ATR			US Dispatcher			US-Flight Engineer			CCAA-ATR-SR.COMM.		
Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date
FAR			FAR			FAR			FAR		
WT & BAL			WT & BAL			WT & BAL			WT & BAL		
Navigation			Navigation			Aircraft			Navigation		
Meteorology			Meteorology			Meteorology			Meteorology		
Performance			Flt-Planning			Computation			Instrument		
ATC			ATC			Operation			ATC		
Total Hours:			Total Hours:			Total Hours:			Total Hours:		
Certified By:			Certified By:			Certified By:			Certified By:		

DIRECTED STUDY WRITTEN EXAMINATIONS

First Quarter		Second Quarter		Third Quarter		Fourth Quarter	
Date	Grade	Date	Grade	Date	Grade	Date	Grade

REMARKS

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C06117070
APPROVED FOR RELEASE DATE:
09-Dec-2013

(b)(6)

REQUEST FOR PERSONNEL ACTION

NAME: SEE ATTACHMENT (IN ENGLISH) (IN CHINESE) DEPT. RPA No. VPOCAWAS-74-009

EMPLOYEE NO. _____ PND REF. No. PND-WA-

EFFECTIVE DATE REQUESTED 1 October 1974
(FOR SEPARATION, EFFECTIVE DATE IS LAST WORKING DAY "COB".)

ACTUAL EFFECTIVE DATE 1 October 1974
(TO BE FILLED BY PERSONNEL DIVISION)

PROPOSED ACTION: ☐ NEW APPOINTMENT ☐ CHANGE IN POSITION/SALARY ☐ SEPARATION ☒ (OTHER) Administrative Transfer

	PRESENT STATUS	PROPOSED STATUS
TITLE & ACCOUNTING CODE NO.	The purpose of this RPA is to administratively transfer	
SALARY - GRADE, STEP & PAY STANDARD	American missing employees, shown on the attached list,	
EMPLOYMENT STATUS - PERMANENT, TEMPORARY OR FIXED TERM	from an unassigned status BKK to an unassigned status WAS,	
DEPARTMENT/DIVISION/OFFICE	Pay records, leave and travel records are to be retained	
LOCATION	in Hong Kong by MAAL HKG.	
*CLASSIFICATION - STAFF EMPLOYEE OR WORKER		
POSITION NUMBER		
REMARKS		

* AS STIPULATED UNDER JOB CLASSIFICATIONS IN PERSONNEL MANUAL.

BASIS FOR RECOMMENDATION: (1) FOR SEPARATION, INDICATE WHETHER OR NOT REPLACEMENT IS REQUIRED.
(2) FOR PROMOTIONS AND SALARY INCREASES, COMPLETE THE FOLLOWING: (REQUEST ASSISTANCE FROM PND FOR DATA IF NECESSARY).

DATE OF EMPLOYMENT:	ORIGINAL TITLE:				ORIGINAL GRADE & STEP:		
RECORD OF LAST 6 SALARY INCREASES:	PERCENTAGE INCREASE: (1)	(2)	(3)	(4)	(5)	(6)	
	DATE:						
DATE OF CHANGE TO PRESENT TITLE:	PERCENTAGE INCREASE OF THIS INCREASE:						

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(USE REVERSE SIDE IF ADDITIONAL SPACE IS REQUIRED)

REQUESTED BY: _____ (DEPARTMENT HEAD) _____ (DIVISION DIRECTOR OR OFFICER) DATE _____

CONCURRED BY: STATION/AREA MANAGER _____ DATE _____

BASE MANAGER/REGIONAL DIRECTOR _____ DATE _____

**HEAD OF DEPARTMENT/DIVISION _____ DATE _____

OFFICER _____ DATE _____

APPROVED BY: OFFICER _____ DATE 22 October 1974

PRESIDENT _____ DATE _____

DIRA ~~XXXXXXXXXXXXXXXXXX~~ DIRECTOR OF PERSONNEL _____ DATE 22 October 1974

(**CONCURRENCE IS REQUIRED FOR INTER DEPARTMENTAL OR DIVISIONAL TRANSFERS ONLY.)

DISTRIBUTION BY PERSONNEL DIVISION AFTER FINAL APPROVAL:
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COPY 2: FOR PAYROLL ACTION.
COPY 3: TO DDPD HKG (ORIGINATOR OF RPA) VIA _____ FOR NOTIFICATION OF APPROVAL.
COPY 4: TO _____ VIA _____ FOR INFORMATION.

(FOR PERSONNEL DIVISION USE ONLY)

POSITION AUTHORIZED:
POSITION NO.: P/S:
EMPLOYMENT STATUS: SLOT NO.:
PROPOSED SALARY: ☐ IN ORDER ☐ SUBJECT TO DP'S CONCURRENCE
REMARKS:

SICK LEAVE RECORD SINCE:
TOTAL NUMBER OF DAYS TAKEN:
FREQUENCY: CHECKED BY:

ROUTING ORDER	R/S	E/S	W/A	P/V	CPL	CAEA	CEC		ADP	DP	P/F
INITIALS											
DATE											

PD-09R17

C06117071
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PAGE 01 IN 509302

TOR:031010Z MAR 75 NHTR

SECRET 030955Z MAR 75 STAFF

CITE NHA TRANG (b)(3)(c)

TO: IMMEDIATE DIRECTOR, SAIGON.

(b)(1)
(b)(3)(n)

REF NHA TRANG

ZRPARKA (PART II)

TIME OF REPORT 1800 (L) 3 MARCH 1975

RECOVERY (b)(6)

1. TOLD BASE THIS AFTERNOON THAT HE HAS BEEN AUTHORIZED USE OF FIVE TROOP CARRYING HELICOPTERS, ONE COMMAND HELICOPTER AND GWO GUN SHIPS FOR RECOVERY OPERATION. HE PREPARED TO LAUNCH HIS SECURITY FORCES AS SCHEDULED ON 6 MARCH. HE ESTIMATED TWO TO THREE DAYS TO SECURE THE AREA.

2. COMPANY COMMANDER OF 207TH RECON PLANS MAKE AERIAL RECON OF LANDING ZONES TOMORROW OR NEXT DAY.

3. FOR SAIGON ONLY: WE LEARNED FROM LOCAL JCRC REP THAT THERE IS JCRC MESSAGE IN WORKS THAT SAYS THERE WILL BE A DELAY IN MISSION FOR TEN DAYS DUE TO OTHER NEEDS FOR ITS EQUIPMENT, PRESUMABLY FOR POSSIBLE EVACUA-

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7-71 MFG. 3 74

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PAGE 02-02 IN 509302

TOR:031010Z MAR 75 NHTR

TION FROM PHNOM PENH. SINCE NEITHER WE NOR CONGEN HAVE SEEN THE MCRC MESSAGE, CAN YOU LOOK INTO MATTER AND DETERMINE WHAT, IF ANY, DELAY WE CAN EXPECT? IN VIEW OF THE PREPARATIONS MADE BY [redacted] AND POSSIBILITY (b)(6) THAT, IF HEAVY FIGHTING STARTS, WE MAY NOT HAVE ANOTHER OPPORTUNITY TO GET THIS KIND OF GVN SUPPORT, REQUEST ADVICE IF GVN SHOULD BEGIN OPERATION ON SCHEDULE (ADDING ITS OWN GRAVES/RECOVERY PEOPLE IF NECESSARY) OR ASK THE GVN TO STAND DOWN UNTIL THE JCRC IS READY? E2 IMPDET

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TOR:040535Z MAR 75 SAIG

SECRET 040458Z MAR 75 STAFF (b)(3)(c)

CITE SAIGON

TO: IMMEDIATE NHA TRANG INFO PRIORITY DIRECTOR, (b)(1) (b)(3)(n)

REF: NHA TRANG

1. FOLLOWING IS RESULT OF OUR DISCUSSIONS WITH EMBASSY POL-MIL OFFICER RE PARA 3 REF:

A. JCRC/THAILAND WAS SUPPOSED TO HAVE HAD FINAL RECOVERY PROPOSAL IN HANDS OF EMBASSY LAST WEEK FOR APPROVAL AND SUBSEQUENT SUBMISSION TO USSAG. FOR UNCLEAR REASONS, JCRC PROPOSAL NOT RECEIVED BUT IS NOW EXPECTED CIRCA 7 OR 8 MARCH.

B. EMBASSY HAS LEARNED UNOFFICIALLY THAT USSAG IS UNEASY ABOUT IMPLEMENTING JCRC RECOVERY PLAN, EVEN IF APPROVED BY SAIGON EMBASSY, AND WILL PROBABLY PASS PROPOSAL TO CINCPAC FOR APPROVAL. SUCH A MOVE WOULD PROBABLY RESULT IN ADDITIONAL DELAY OF SEVERAL DAYS AT BEST.

2. RECOGNIZE IT MAY NOT BE POSSIBLE TO KEEP (b)(6) AND HIS ARVN FORCES ON STAND-BY UNTIL THE JCRC/USSAG/CINCPAC

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PAGE 02-02 IN 510401

TOR:040535Z MAR 75 SAIG

APPROVAL HAS BEEN OBTAINED. FACT IS THAT JCRC FINAL APPROVALS AND IMPLEMENTATION WILL BE WORTHLESS WITHOUT ARVN SUPPORT.

3. IN VIEW ABOVE, REQUEST BASE TAKE FOLLOWING ACTION:

A. DETERMINE HOW LONG WE CAN REALISTICALLY ASK [redacted] AND HIS FORCES TO REMAIN ON STAND-BY.

B. RAISE POSSIBILITY WITH CONGEN [redacted] OF ARVN GOING AHEAD WITH RECOVERY WITHOUT JCRC. (b)(6)

C. IN VIEW RECOVERY RESPONSIBILITY RESTS WITH EMBASSY, URGE CONGEN [redacted] TO FILE CABLE TO EMBASSY REQUESTING EMBASSY TO EXERT MAXIMUM EFFORT TOPBREAK LOG JAM WITH JCRC/USSAG AND CINCPAC IF NECESSARY.

4. PLEASE ADVISE RESULTS OF YOUR EFFORTS ON ABOVE.

E2 IMPDET

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PAGE 01 IN 512007

TOR: 051026Z MAR 75 NHTR

S E C R E T 050955Z MAR 75 STAFF

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON.

REF NHA TRANG

(b)(3)(c)

(b)(1)
(b)(3)(n)

TIME OF REPORT 1800 (L) 5 MARCH 1975

RECOVERY

1. CONGEN AND BASE RECEIVED FOLLOWING MESSAGE FROM JCRC THAILAND MORNING OF 5 MARCH: "040701 MAR 75

SUBJ: C-123 RECOVERY OPERATION

REF: COORDINATION DISCUSSION KHANH PROVINCE CHIEF, CONGEN II OSA REP AND 19 FEB 75 AT PROVINCE HQS NHA TRANG.

(b)(6)

1. BE ADVISED PROCEDURAL DIFFICULTIES THIS END HAS PRECLUDED ACCOMPLISHMENT PLANNING ARRANGEMENTS/HIGHER HEADQUARTERS AUTHORIZATIONS NECESSARY FOR THIS COMMAND TO CONDUCT C-123 RECOVERY AS PER TIME FRAME DISCUSSED REF. REQUEST YOU NOTIFY GVN/US AUTHORITIES/AGENCIES CONCERNED OF PLANNING STATUS. WILL ADVISE YOU SOONEST

S E C R E T

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(b)(3)(c)

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PAGE 02 IN 512007

TOR:051026Z MAR 75 NHTR

OF CHANGE. REGRET LATE NOTIFICATION."

2. CONGEN [redacted] HAS SENT TWO MESSAGE TO EMBASSY SAIGON (NHA TRANG [redacted]. THE FIRST MESSAGE REVIEWS THE PREPARATIONS MADE BY THE GVN AND THE CALL RECEIVED FROM [redacted] IT GOES ON TO SAY THAT IT IS IMPORTANT THAT WE BE ABLE TO ADVISE THE PROVINCE CHIEF OF A DEFINITE DATE FOR THE RECOVERY OPERATION AS SOON AS POSSIBLE. CONGEN [redacted] THEN COMMENTS THAT THE DELAY AND LATE NOTIFICATION PUT A STRAIN ON OUR RELATIONS WITH THE KHANH HOA AUTHORITIES AND WE WAS "BAFFLED" AT THE DELAY. HE ENDED BY REQUESTING THAT THE MATTER BE "PUSHED TO RESOLUTION PROMPTLY." THE SECOND MESSAGE IS ADDRESSED TO CHARGE [redacted] AND NOTED THE CONGEN'S "DISTRIES" OVER THE LONG DELAY AND THE FACT THAT CLEARANCES WE THOUGHT WERE IN PROCESS ARE STILL LACKING. HE THEN ASKED FOR [redacted] ASSISTANCE IN "PUSHING THIS MATTER ALONG," ENDING WITH A "REQUEST THAT YOU APPROVE RECOVERY OPERATION BY JCRC." E2 IMPDET

(b)(6)

SECRET

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

COMPANY CONFIDENTIAL

Driver C.N.

REQUEST FOR PERSONNEL ACTION

NAME: See Attachment (IN ENGLISH) (IN CHINESE) PT. RPA No. PA&IR-UTH-RPA-74/22

EMPLOYEE NO. See Attachment PND REF. No. PND-WA-

EFFECTIVE DATE REQUESTED 1 July 1974 (FOR SEPARATION, EFFECTIVE DATE IS LAST WORKING DAY "COB".)

ACTUAL EFFECTIVE DATE JUL 01 1974 (TO BE FILLED BY PERSONNEL DIVISION)

VP-IR
26 JUN 74
RECEIVED

PROPOSED ACTION: ☐ NEW APPOINTMENT ☐ CHANGE IN POSITION/SALARY ☐ SEPARATION ☒ (OTHER) Transfer (Administratively)

	PRESENT STATUS	PROPOSED STATUS
TITLE & ACCOUNTING CODE NO.	See Attachment 099	Same
SALARY - GRADE, STEP & PAY STANDARD	See Attachment	Same
EMPLOYMENT STATUS - PERMANENT, TEMPORARY OR FIXED TERM	Permanent	Same
DEPARTMENT/DIVISION/OFFICE	Personnel Unassigned	Same
LOCATION	UTH	BKK
*CLASSIFICATION - STAFF EMPLOYEE OR WORKER	Staff Employee	Same
POSITION NUMBER	See Attachment	Same
REMARKS		

* AS STIPULATED UNDER JOB CLASSIFICATIONS IN PERSONNEL MANUAL.

BASIS FOR RECOMMENDATION: (1) FOR SEPARATION, INDICATE WHETHER OR NOT REPLACEMENT IS REQUIRED. (2) FOR PROMOTIONS AND SALARY INCREASES, COMPLETE THE FOLLOWING: (REQUEST ASSISTANCE FROM PND FOR DATA IF NECESSARY).

DATE OF EMPLOYMENT:	ORIGINAL TITLE:				ORIGINAL GRADE & STEP:		
RECORD OF LAST 6 SALARY INCREASES:	PERCENTAGE INCREASE: (1)	(2)	(3)	(4)	(5)	(6)	
	DATE:						
DATE OF CHANGE TO PRESENT TITLE:	PERCENTAGE INCREASE OF THIS INCREASE:						

This RPA is initiated for transfer of LWOP, Furlough personnel records UTH/BKK for Administrative purpose. In addition, missing personnel are also included on this RPA.

(USE REVERSE SIDE IF ADDITIONAL SPACE IS REQUIRED)

REQUESTED BY: _____ (DEPARTMENT HEAD) _____ (DIVISION DIRECTOR OR OFFICER) DATE _____

CONCURRED BY: STATION/AREA MANAGER _____ DATE _____

BASE MANAGER/REGION _____ DATE _____

**HEAD OF DEPARTMENT/DIVISION OR OFFICE AVP-BKK DATE 26 June 74

OFFICER VPIR-BKK DATE _____

APPROVED BY: OFFICER IRA-BKK DATE 21 JUN 1974

PRESIDEN P-NTD DATE _____

DIRECTOR OF PERSONNEL MPA&IR-UTH DATE JUN 21 1974

(**CONCURRENCE IS REQUIRED FOR INTER DEPARTMENTAL OR DIVISIONAL TRANSFERS ONLY.)

DISTRIBUTION BY PERSONNEL DIVISION AFTER FINAL APPROVAL: cc: VPIR-BKK

COPY 1: FOR PERSONNEL DIVISION.

COPY 2: FOR PAYROLL ACTION.

COPY 3: TO MPA&IR-UTH (ORIGINATOR OF RPA) VIA VP-NTD FOR NOTIFICATION OF APPROVAL.

COPY 4: TO Asst. Sy. Supvr. WAS FOR INFORMATION.

(FOR PERSONNEL DIVISION USE ONLY)

POSITION AUTHORIZED:

POSITION NO.: P/S:

EMPLOYMENT STATUS: SLOT NO.:

PROPOSED SALARY ☐ IN ORDER ☐ SUBJECT TO DP'S CONCURRENCE

REMARKS:

SICK LEAVE RECORD SINCE:

TOTAL NUMBER OF DAYS TAKEN:

FREQUENCY: CHECKED BY:

ROUTING ORDER	R/S	E/S	W/A	P/V	CPL	CAEA	CEC		ADP	DP	P/F
INITIALS											
DATE											

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PAGE 01 IN 514484

TOR:071008Z MAR 75 NHTR

SECRET 071000Z MAR 75 STAFF (b)(3)(c)

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON. (b)(1) (b)(3)(n)

REF NHA TRANG (PART II)

TIME OF REPORT 1800 (L) 7 MARCH 1975

RECOVERY

1. RECEIVED THE FOLLOWING MESSAGE FROM JCRC THAILAND:

SUBJ: C-123 RECOVERY OPERATION

REFS: A. AMCONSUL NHA TRANG MAR 75

B. COORDINATION DISCUSSION KHANH HOA PROVINCE (b)(6)
CHIEF, CONGEN II OSA REP, AND 19 FEB
75 AT PROVINCE HQS NHA TRANG (NOTAL)

1. THIS HQS CONTINUES DEVELOPMENT PLANNING/COORDINATION FOR C-123 RECOVERY OPERATION ALONG LINES DISCUSSED REF B. FOR PLANNING PURPOSES THIS COMMAND, INITIATION DATE ON/ABOUT 19 MARCH APPEARS FEASIBLE; SUBJECT TO HIGHER AUTHORITY APPROVALS OF FIRM CONCEPT. REPS THIS

SECRET

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ACTION #			3		6	

PAGE 02-02 IN 514484

TOR:071008Z MAR 75 NHTR

COMMAND WILL MAINTAIN LIAISON YOUR REPS CONCERNED SO AS TO COMPLETE NECESSARY PLANNING/ACCOMPLISH COORDINATION GVN/ARVN AGENCIES INVOLVED."

2. UNLESS THERE ARE SIGNIFICANT DEVELOPMENTS, DO NOT PLAN TO FILE REPORT SATURDAY OR SUNDAY, 8-9 MARCH.

E2 IMPDET

PORTION GARBLED - BEING SERVICED

SECRET

C06117076
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(This is the originator's file copy. Do not [illegible])

POTD-74-RPA-068

REQUEST FOR PERSONNEL ACTION

RECEIVED 13 MAY 1974

NAME: C. H. DRIVER (IN ENGLISH) (IN CHINESE) DEPT. RPA No. (b)(6)

EMPLOYEE NO. 07740 PND REF. NO. PND-WA-

EFFECTIVE DATE REQUESTED 30 May 1974 (FOR SEPARATION, EFFECTIVE DATE IS LAST WORKING DAY "COB".)

ACTUAL EFFECTIVE DATE MAY 30 1974 (TO BE FILLED BY PERSONNEL DIVISION)

PROPOSED ACTION: ☐ NEW APPOINTMENT ☐ CHANGE IN POSITION/SALARY ☐ SEPARATION ☒ (OTHER) TRANSFER

	PRESENT STATUS	PROPOSED STATUS
TITLE & ACCOUNTING CODE NO.	First Officer (Missing)	Same 099
SALARY - GRADE, STEP & PAY STANDARD	VIR-RA-74-001 refers	Same
EMPLOYMENT STATUS - PERMANENT, TEMPORARY OR FIXED TERM	Permanent	Same
DEPARTMENT/DIVISION/OFFICE	Flying 672	Same
LOCATION	VTE	UTH
*CLASSIFICATION - STAFF EMPLOYEE OR WORKER	Staff Employee	Same
POSITION NUMBER	F03016	Same
REMARKS		

* AS STIPULATED UNDER JOB CLASSIFICATIONS IN PERSONNEL MANUAL.

BASIS FOR RECOMMENDATION: (1) FOR SEPARATION, INDICATE WHETHER OR NOT REPLACEMENT IS REQUIRED. (2) FOR PROMOTIONS AND SALARY INCREASES, COMPLETE THE FOLLOWING: (REQUEST ASSISTANCE FROM PND FOR DATA IF NECESSARY).

DATE OF EMPLOYMENT: ORIGINAL TITLE: ORIGINAL GRADE & STEP:

RECORD OF LAST 6 SALARY INCREASES: PERCENTAGE INCREASE: (1) (2) (3) (4) (5) (6)

DATE:

DATE OF CHANGE TO PRESENT TITLE: PERCENTAGE INCREASE OF THIS INCREASE:

The purpose of this RPA is to administratively transfer F/O Driver from VTE to UTH due to closing of VTE base.

(USE REVERSE SIDE IF ADDITIONAL SPACE IS REQUIRED)

REQUESTED BY: MAS VTE DATE 07 May 1974
(DEPARTMENT HEAD) (DIVISION DIRECTOR OR OFFICER)

CONCURRED BY: STATION/AREA MANAGER DATE 08 MAY 1974

BASE MANAGER/[redacted] DATE

**HEAD OF DEPARTMENT/ DIVISION OR OFFICER DATE 11 MAY 1974

OFFICER VP NTD DATE

APPROVED BY: OFFICER VPIR DATE

PRESIDENT DATE

DIRECTOR OF PERSONNEL MAS VTE DATE 07 MAY 1974

(**CONCURRENCE IS REQUIRED FOR INTER DEPARTMENTAL OR DIVISIONAL TRANSFERS ONLY.)

DISTRIBUTION BY PERSONNEL DIVISION AFTER FINAL APPROVAL: MPA&IR UTH ☞PNTD FOR INFORMATION.

COPY 1: FOR PERSONNEL DIVISION.
COPY 2: FOR PAYROLL ACTION.
COPY 3: TO MAS VTE
COPY 4: TO Copy 5: to (ORIGINATOR OF RPA) VIA VPIR BKK VIA EM VTE FOR NOTIFICATION OF APPROVAL.

(FOR PERSONNEL DIVISION USE ONLY)

POSITION AUTHORIZED:
POSITION NO.: P/S:
EMPLOYMENT STATUS: SLOT NO.:
PROPOSED SALARY: ☐ IN ORDER ☐ SUBJECT TO DP'S CONCURRENCE
REMARKS:

SICK LEAVE RECORD SINCE:
TOTAL NUMBER OF DAYS TAKEN:
FREQUENCY: CHECKED BY:

ROUTING ORDER	R/S	E/S	W/A	P/V	CPL	CAEA	CEC		ADP	DP	P
INITIALS											
DATE											

PD-09R17

C06117077
APPROVED FOR RELEASE DATE: 09-Dec-2013

COMPANY CONFIDENTIAL

REQUEST FOR PERSONNEL ACTION

NAME: C. N. Driver (IN ENGLISH) (IN CHINESE) DEPT. RPA No. VPIR-RPA-74-004

(b)(6)

EMPLOYEE NO. 07740 PND REF. No. PND-WA-

EFFECTIVE DATE REQUESTED 6 February 1974 (FOR SEPARATION, EFFECTIVE DATE IS LAST WORKING DAY "COB".)

ACTUAL EFFECTIVE DATE 6 February 1974 (COB) (TO BE FILLED BY PERSONNEL DIVISION)

PROPOSED ACTION: ☐ NEW APPOINTMENT ☐ CHANGE IN POSITION/SALARY ☐ SEPARATION ☒ (OTHER) See below

	PRESENT STATUS	PROPOSED STATUS
TITLE & ACCOUNTING CODE NO.	The purpose of this RPA is to record the fact that payment	
SALARY - GRADE, STEP & PAY STANDARD	of missing compensation benefits will be assumed by the	
EMPLOYMENT STATUS - PERMANENT, TEMPORARY OR FIXED TERM	Division of Claim and Benefits Payments, Employment Standards	
DEPARTMENT/DIVISION/OFFICE	Administration, U.S. Department of Labor, beginning 7 Feb'74.	
LOCATION	WM-74-0151 dated 24 January 1974, ALC OCA WAS B74 111515Z	
*CLASSIFICATION - STAFF EMPLOYEE OR WORKER	and DIRA-74-082 dated 14 February 1974 refers.	
POSITION NUMBER		
REMARKS		

* AS STIPULATED UNDER JOB CLASSIFICATIONS IN PERSONNEL MANUAL.

BASIS FOR RECOMMENDATION: (1) FOR SEPARATION, INDICATE WHETHER OR NOT REPLACEMENT IS REQUIRED.
(2) FOR PROMOTIONS AND SALARY INCREASES, COMPLETE THE FOLLOWING: (REQUEST ASSISTANCE FROM PND FOR DATA IF NECESSARY).

DATE OF EMPLOYMENT:		ORIGINAL TITLE:				ORIGINAL GRADE & STEP:	
RECORD OF LAST 6 SALARY INCREASES:	PERCENTAGE INCREASE :	(1)	(2)	(3)	(4)	(5)	(6)
	DATE:						
DATE OF CHANGE TO PRESENT TITLE:			PERCENTAGE INCREASE OF THIS INCREASE:				

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(USE REVERSE SIDE IF ADDITIONAL SPACE IS REQUIRED)

REQUESTED BY: _____ (DEPARTMENT HEAD) _____ (DIVISION DIRECTOR OR OFFICER) DATE _____

CONCURRED BY: STATION/AREA MANAGER _____ DATE _____

BASE MANAGER/REGIONAL DIRECTOR _____ DATE _____

**HEAD OF DEPARTMENT/ DIVISION OR OFFICE _____ DATE _____

OFFICER _____ DATE _____

APPROVED BY: OFFICER _____ DATE 15 FEB 1974

PRESIDENT _____ DATE _____

~~DIRECTOR OF PERSONNEL~~ _____ DATE 15 FEB 1974

(**CONCURRENCE IS REQUIRED FOR INTER DEPARTMENTAL OR DIVISIONAL TRANSFERS ONLY.)

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COPY 1: FOR PERSONNEL DIVISION.
COPY 2: FOR PAYROLL ACTION.
COPY 3: TO BM VTE (ORIGINATOR OF RPA) VIA VP NTD FOR NOTIFICATION OF APPROVAL.
COPY 4: TO CEO WAS VIA DDPD TPE FOR INFORMATION.

(FOR PERSONNEL DIVISION USE ONLY)

POSITION AUTHORIZED:	
POSITION NO.:	P/S:
EMPLOYMENT STATUS:	SLOT NO.:
PROPOSED SALARY: ☐ IN ORDER ☐ SUBJECT TO DP'S CONCURRENCE	
REMARKS:	

SICK LEAVE RECORD SINCE:	
TOTAL NUMBER OF DAYS TAKEN:	
FREQUENCY:	CHECKED BY:

ROUTING ORDER	R/S	E/S	W/A	P/V	CPL	CAE		ADP	DP	P/F
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DATE										

PD-09R16

C06117078

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(b)(6)

REQUEST FOR PERSONNEL ACTION

NAME: C.N. DRIVER (IN ENGLISH) (IN CHINESE) DEPT. RPA No. FD-RPA-73-201

EMPLOYEE NO. 07740 PND REF. No. PND-WA- AM-73- 359

MAR 21 1973

EFFECTIVE DATE REQUESTED 7 March 1973
(FOR SEPARATION, EFFECTIVE DATE IS LAST WORKING DAY "COB".)

ACTUAL EFFECTIVE DATE 7 March 1973
(TO BE FILLED BY PERSONNEL DIVISION)

TO: PAYROLL ☐ TPE ☐ SEL ☐ BKK ☐ VTE ☐ TNN ☑ DNA ☐ UTH ☐ SGN ☐ HKG ☐ CRK ☐ CMB ☐ OKO

VIA: ☑ OGAD ☐ DMAD ☐ OSTAT

OTHER ACCOUNTING AAL HKG

PROPOSED ACTION: ☐ NEW APPOINTMENT ☑ CHANGE IN POSITION/SALARY ☐ SEPARATION ☒ (OTHER) Missing

MAR 22 1973 PAYROLL DEPT. HONG KONG

28 MAR 1973

	PRESENT STATUS	PROPOSED STATUS
TITLE & ACCOUNTING CODE NO.	First Officer	Missing
SALARY - GRADE, STEP & PAY STANDARD	FB/PS-D (Pilots) Code "F" +PA/A	RS, PND Remarks: 5/ C21-73 Entitled to payment of unused A/V: 5.58 days A/L: 8.80 days H/L: 4.83 days T/T: 1.40 days as of 7 March 1973.
EMPLOYMENT STATUS - PERMANENT, TEMPORARY OR FIXED TERM	Permanent	
DEPARTMENT/DIVISION/OFFICE	Flying Division/Operations	
LOCATION	VTE	
*CLASSIFICATION - STAFF EMPLOYEE OR WORKER	Staff employee	
POSITION NUMBER	08016	
REMARKS		

* AS STIPULATED UNDER JOB CLASSIFICATIONS IN PERSONNEL MANUAL.

APPROVED BY _____ DIRECTOR OF PERSONNEL 3/19/73 DATE

PD-09 R17

C06117079
APPROVED FOR RELEASE DATE: 09-Dec-2013

REQUEST FOR PERSONNEL ACTION

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

NAME: C.N. DRIVER (IN ENGLISH) (IN CHINESE) PT. RPA No. FD-RPA-73-201

MAR.21.1973

EMPLOYEE NO. 07740 PND REF. No. PND-WA- AM-73- 338

EFFECTIVE DATE REQUESTED 7 March 1973 (b)(6)
(FOR SEPARATION, EFFECTIVE DATE IS LAST WORKING DAY / COB".)

ACTUAL EFFECTIVE DATE 7 March 1973
(TO BE FILLED BY PERSONNEL DIVISION)

PROPOSED ACTION: ☐ NEW APPOINTMENT ☐ CHANGE IN POSITION/SALARY ☐ SEPARATION ☒ (OTHER) Missing

	PRESENT STATUS	PROPOSED STATUS
TITLE & ACCOUNTING CODE NO.	First Officer	Missing
SALARY - GRADE, STEP & PAY STANDARD	FP/PS-D (Pilots) Code "F" ~~PA/A~~	RS, PND Remarks: ST C24-15
EMPLOYMENT STATUS - PERMANENT, TEMPORARY OR FIXED TERM	Permanent	Entitled to payment of unused A/V: 5.58 days A/L: 8.80 days H/L: 4.83 days T/T: 1.40 days as of 7 March 1973.
DEPARTMENT/DIVISION/OFFICE	Flying Division/Operations	
LOCATION	VTE	
*CLASSIFICATION - STAFF EMPLOYEE OR WORKER	Staff employee	
POSITION NUMBER	08016	
REMARKS		

Approved ☐ Disapproved ☐
Date 3/30 Samuel H. Johnson DSY

* AS STIPULATED UNDER JOB CLASSIFICATIONS IN PERSONNEL MANUAL.

BASIS FOR RECOMMENDATION: (1) FOR SEPARATION, INDICATE WHETHER OR NOT REPLACEMENT IS REQUIRED.
(2) FOR PROMOTIONS AND SALARY INCREASES, COMPLETE THE FOLLOWING: (REQUEST ASSISTANCE FROM PND FOR DATA IF NECESSARY).

DATE OF EMPLOYMENT:	ORIGINAL TITLE:		ORIGINAL GRADE & STEP:
RECORD OF LAST 6 SALARY INCREASES:	PERCENTAGE INCREASE: (1)	(2)	(3) (4) (5) (6)
	DATE:		
DATE OF CHANGE TO PRESENT TITLE:	PERCENTAGE INCREASE OF THIS INCREASE:		

Missing in the crash of C-123K 554524 on 7 March 1973.

(USE REVERSE SIDE IF ADDITIONAL SPACE IS REQUIRED)

REQUESTED BY: [redacted] DFD DATE 16 March 1973
(DEPARTMENT HEAD) (DIVISION DIRECTOR OR OFFICER)

CONCURRED BY: STATION/AREA MANAGER _____ DATE _____

BASE MANAGER/REGIONAL DIRECTOR _____ DATE _____

**HEAD OF DEPARTMENT/ DIVISION OR OFFICE _____ DATE _____

OFFICER [redacted] DATE MAR 16 1973

APPROVED BY: OFFICER _____ DATE _____

PRESIDENT _____ DATE _____

DIRECTOR OF PERSONNEL [redacted] DATE 3/19/73

(**CONCURRENCE IS REQUIRED FOR INTER DEPARTMENTAL OR DIVISIONAL TRANSFERS ONLY.)

DISTRIBUTION BY PERSONNEL DIVISION AFTER FINAL APPROVAL:
COPY 1: FOR PERSONNEL DIVISION.
COPY 2: FOR PAYROLL ACTION.
COPY 3: TO DFD (ORIGINATOR OF RPA) VIA _____ FOR NOTIFICATION OF APPROVAL.
COPY 4: TO PM VIA CP, VPVTE FOR INFORMATION.

(FOR PERSONNEL DIVISION USE ONLY)

POSITION AUTHORIZED:	
POSITION NO.:	P/S:
EMPLOYMENT STATUS:	SLOT NO.:
PROPOSED SALARY: ☐ IN ORDER ☐ SUBJECT TO DP'S CONCURRENCE	
REMARKS:	

SICK LEAVE RECORD SINCE:	
TOTAL NUMBER OF DAYS TAKEN:	
FREQUENCY:	CHECKED BY:

ROUTING ORDER	R/S	E/S	V/A	P/V	CPL	CAEA	CEC	PANAM	ADP	DP
INITIALS						C		C		
DATE						19/3	3/23	19/3		

PD-09R17

C06117080

(b)(3)(c)

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INFO RE FILE . VR

ACTION #

PAGE 01-01 IN 536579

TOR:310609Z MAR 75 SAIG

SECRET T 310415Z MAR 75 STAFF

CITE SAIGON

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(3)(c)

TO: PRIORITY DIRECTOR,

ADMIN PERS LOGS

REF: DIRECTOR

PLEASE SEND COVER ORDERS FOR MR. JAMES RAWLINGS PERSONAL EFFECTS. E2 IMPDET.

SECRET

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117081
APPROVED FOR RELEASE DATE:
09-Dec-2013

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EXEMPTION(S) b(6)

COMPANY CONFIDENTIAL

REQUEST FOR PERSONNEL ACTION

FORM PE-74-RPA-068

NAME: _____ DEPT. RPA NO. _____
(IN ENGLISH) (IN CHINESE)

(b)(6)

EMPLOYEE NO. 07740 PND REF. No. PND-WA-

EFFECTIVE DATE REQUESTED 30 May 1974
(FOR SEPARATION, EFFECTIVE DATE IS LAST WORKING DAY "COB".)

ACTUAL EFFECTIVE DATE MAY 30 1974
(TO BE FILLED BY PERSONNEL DIVISION)

PROPOSED ACTION: ☐ NEW APPOINTMENT ☐ CHANGE IN POSITION/SALARY ☐ SEPARATION ☒ (OTHER) TRANSFER

	PRESENT STATUS	PROPOSED STATUS
TITLE & ACCOUNTING CODE NO.	First Officer (Missing)	Same 099
SALARY - GRADE, STEP & PAY STANDARD	VPIR-R-EA-74-00[redacted] retard	Same
EMPLOYMENT STATUS - PERMANENT, TEMPORARY OR FIXED TERM	Permanent	Same
DEPARTMENT/DIVISION/OFFICE	Flying 672	Same
LOCATION	VTE	UTH
*CLASSIFICATION - STAFF EMPLOYEE OR WORKER	Staff Employee	Same
POSITION NUMBER	P08016	Same
REMARKS		

* AS STIPULATED UNDER JOB CLASSIFICATIONS IN PERSONNEL MANUAL.

BASIS FOR RECOMMENDATION: (1) FOR SEPARATION, INDICATE WHETHER OR NOT REPLACEMENT IS REQUIRED.
(2) FOR PROMOTIONS AND SALARY INCREASES, COMPLETE THE FOLLOWING: (REQUEST ASSISTANCE FROM PND FOR DATA IF NECESSARY).

DATE OF EMPLOYMENT:	ORIGINAL TITLE:				ORIGINAL GRADE & STEP:		
RECORD OF LAST 6 SALARY INCREASES:	PERCENTAGE INCREASE:	(1)	(2)	(3)	(4)	(5)	(6)
	DATE:						
DATE OF CHANGE TO PRESENT TITLE:	PERCENTAGE INCREASE OF THIS INCREASE:						

The purpose of this RPA is to administratively transfer F/O Driver from VTE to UTH due to closing of VTE base.

(USE REVERSE SIDE IF ADDITIONAL SPACE IS REQUIRED)

REQUESTED BY _____ (DEPARTMENT HEAD) MAS VTE (DIVISION DIRECTOR OR OFFICER) DATE 07 May 1974

CONCURRED BY: STATION/AREA MANAGER _____ DATE _____

BASE MANAGER/REGIONAL DIRECTOR _____ DATE 09 MAY 1974

**HEAD OF DEPARTMENT/ DIVISION OR OFFICE _____ DATE _____

OFFICER _____ VP NTD DATE 11 MAY 1974

APPROVED BY: OFFICER _____ VPIR DATE _____

PRESIDENT _____ DATE _____

DIRECTOR OF PERSONNEL _____ MAS VTE DATE 07 MAY 1974

(**CONCURRENCE IS REQUIRED FOR INTER DEPARTMENTAL OR DIVISIONAL TRANSFERS ONLY.)

DISTRIBUTION BY PERSONNEL DIVISION AFTER FINAL APPROVAL: ~~MPASER-UTH~~ ~~VPNTD~~

COPY 1: FOR PERSONNEL DIVISION.
COPY 2: FOR PAYROLL ACTION.
COPY 3: TO MAS VTE (ORIGINATOR OF RPA) VIA _____ FOR NOTIFICATION OF APPROVAL.
COPY 4: TO _____ VIA _____ FOR INFORMATION.
Copy 5: to VPIR BKK

(FOR PERSONNEL DIVISION USE ONLY)

POSITION AUTHORIZED:	SICK LEAVE RECORD SINCE:
POSITION NO.: P/S:	TOTAL NUMBER OF DAYS TAKEN:
EMPLOYMENT STATUS: SLOT NO.:	FREQUENCY: CHECKED BY:
PROPOSED SALARY: ☐ IN ORDER ☐ SUBJECT TO DP'S CONCURRENCE	
REMARKS:	

ROUTING ORDER	R/S	E/S	W/A	P/V	CPL	CAEA	CEC		ADP	DP	P/F
INITIALS											
DATE											

PD-09R17

C06117082
APPROVED FOR RELEASE DATE: 09-Dec-2013

/1 MFG. 3/74

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ACTION #

PAGE 01 IN 510708

TOR: 041050Z MAR 75 NHTR

SECRET 041015Z MAR 75 STAFF

CITE NHA TRANG

TO: IMMEDIATE DIRECTOR, SAIGON.

REFS: A. NHA TRANG

B. SAIGON

ZRPARKA (PART II)

TIME OF REPORT: 1800 (L) 4 MARCH 1975

RECOVERY

1. CONGEN HAD CALL THIS AFTERNOON FROM CHIEF JCRC THAILAND, WHO SAID THAT CHIEF USSAG WAS:

A. AGONIZING OVER WHETHER OR NOT RECOVERY MISSION WAS WITHIN THE JCRC CHARTER,

B. STILL CONCERNED WITH ORIGINAL USSAG HIGH THREAT ASSESSMENT,

C. CONSIDERING GOING TO CINCPAC FOR APPROVAL.

INTENDS TO SEE AND DISCUSS THESE PROBLEMS, BUT NO MEETING POSSIBLE BEFORE LEAVES FOR CINCPAC LATER THIS WEEK. AS RESULT IT

SECRET

(b)(3)(c)

(b)(1)
(b)(3)(n)

(b)(6)

C06117082

APPROVED FOR RELEASE DATE: 09-Dec-2013

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ACTION UNIT | INFO | RF. FILE. VR.

ACTION #

(b)(3)(c)

PAGE 02 IN 510708

TOR:041050Z MAR 75 NHTR

OPINION THAT IT WILL BE AT LEAST 20 MARCH BEFORE JCRC WILL BE ABLE TO LAUNCH RECOVERY MISSION.

2. BASE HAD EARLIER INDICATED TO [redacted] THAT THERE WOULD BE A DELAY AND ASKED HIM HOW LONG HE THOUGHT HE COULD KEEP HIS FORCES ON STAND-BY. HE SAID HE COULD HOLD OFF ABOUT A WEEK BUT IT POSSIBLE THAT 207TH RECON COMPANY MIGHT HAVE TO BE RECOMMITTED ELSEWHERE. [redacted] THEN CANCELLED HIS ALREADY PUBLISHED ORDER TO START THE OPERATION ~~PAGE 2 NHA TRANG~~ [redacted] AT 0600 HOURS 6 MARCH. ALTHOUGH [redacted] NOT UPSET OVER THIS DEVELOPMENT ACCORDING TO KHANH HOA PROVINCE REP, [redacted], THE PROVINCE CHIEF [redacted] IS VERY UPSET. [redacted] AND IF NECESSARY CONGEN [redacted] WILL SEE [redacted] IN ORDER TO EXPLAIN THE SITUATION AND CALM HIM DOWN.

(b)(6)

3. AS A RESULT OF THE JCRC DELAY AND THE STAND DOWN OF THE GVN FORCES CONGEN [redacted] IS PREPARING A TELEGRAM TO THE EMBASSY WHICH WILL SPELL OUT THE PREPARATIONS THE GVN HAS MADE AND REQUEST THE EMBASSY USE ITS INFLUENCE TO GET FROM MCRC A FIRM DATE WHEN ITS ASSISTANCE CAN BE EXPECTED. HE IS PREPARED TO ASK THE GVN TO STAND DOWN UNTIL 20 MARCH IF HE

SECRET

C06117082
7-71 MFG. 3/74
APPROVED FOR RELEASE DATE: 09-Dec-2013

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SECRET

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PERSON/UNIT NOTIFIED _____

STAFF

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2		5	
3		6	

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ACTION UNIT | INFO | RF. FILE . VR .

(b)(3)(c)

ACTION # | INFO |

PAGE 03-03 IN 510708

TOR:041050Z MAR 75 NHTR

HAS SOME ASSURANCE THAT IS A VALID DATE. THIS MESSAGE WILL BE SENT TOMORROW.

4. IN RESPONSE TO GOING IT WITHOUT THE JCRC CONGEN [redacted] WILLING TO CONSIDER THIS AS OUR FALL BACK POSITION IF THERE ARE FURTHER JCRC DELAYS, OR THE JCRC FINALLY TURNS DOWN THE OPERATION. BASE ALSO RAISED THIS POINT INFORMALLY WITH [redacted] AND WHILE HE PREFERS A JOINT OPERATION WITH THE JCRC HE IS WILLING TO CONSIDER AN ALL GVN OPERATION. [redacted] CLEARLY IS CONCERNED THAT IF THE ACTUAL REMOVAL OF REMAINS (HUMAN OR AIRCRAFT) IS NOT DONE BY AMERICANS AND SOMETHING IS DONE WRONG HE (THE GVN) WILL BE BLAMED. IN THIS CONNECTION THE LOCAL JCRC REP SAID THERE ARE VIETNAMESE IN THE REGION WHO HAVE BEEN TRAWNED IN RECOVERY WORK BY AMERICANS AND CAN BE USED IF WE GO WITHOUT THE JCRC.

(b)(6)

E2 IMPDET

SECRET

C06117083
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

REQUEST FOR PERSONNEL ACTION

NAME: C. N. DRIVER (IN ENGLISH) (IN CHINESE) DEPT. RPA No. FD-RPA-68-520

EMPLOYEE NO. 07740 PND REF. No. PND-WA-68-1382 SEP 30 1968

EFFECTIVE DATE REQUESTED 13 September 1968 (FOR SEPARATION, EFFECTIVE DATE IS LAST WORKING DAY "COB".)

ACTUAL EFFECTIVE DATE SEP 13 1968 (TO BE FILLED BY PERSONNEL DIVISION)

Attd: ☑ Notification of Change in Pay/Status ☐ Pnl Review Sheet

PROPOSED ACTION: ☐ NEW APPOINTMENT ☒ CHANGE IN POSITION/SALARY ☐ SEPARATION ☐ (OTHER)

	PRESENT STATUS	PROPOSED STATUS
TITLE & ACCOUNTING CODE NO.	Reserve Captain	First Officer
SALARY - GRADE, STEP & PAY STANDARD	FP/PS Code "D" + PA/A	FP/PS Code "F" + PA/A
EMPLOYMENT STATUS - PERMANENT, TEMPORARY OR FIXED TERM	Permanent	Same
DEPARTMENT/DIVISION/OFFICE	Flying Division/Operations	Same
LOCATION	P/A - VTE	Same
*CLASSIFICATION - STAFF EMPLOYEE OR WORKER	Staff employee	Same
POSITION NUMBER	08016	
REMARKS		

* AS STIPULATED UNDER JOB CLASSIFICATIONS IN PERSONNEL MANUAL.

BASIS FOR RECOMMENDATION: (1) FOR SEPARATION, INDICATE WHETHER OR NOT RELEASE AGREEMENT IS REQUIRED.
(2) FOR PROMOTIONS AND SALARY INCREASES, COMPLETE THE FOLLOWING: (REQUEST ASSISTANCE FROM PND FOR DATA IF NECESSARY).

DATE OF EMPLOYMENT:	ORIGINAL TITLE:				ORIGINAL GRADE & STEP:		
RECORD OF LAST 6 SALARY INCREASES:	PERCENTAGE INCREASE : (1)	(2)	(3)	(4)	(5)	(6)	
	DATE:						
DATE OF CHANGE TO PRESENT TITLE:	PERCENTAGE INCREASE OF THIS INCREASE:						

As a result of PC6C aircraft N196X accident, 9 July 1968.

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(USE REVERSE SIDE IF ADDITIONAL SPACE IS REQUIRED)

REQUESTED BY: [redacted] DFD DATE 13 September 1968
(DEPARTMENT HEAD) (DIVISION DIRECTOR OR OFFICER)

CONCURRED BY: STATION/AREA MANAGER _____ DATE _____

BASE MANAGER/REGIONAL DIRECTOR _____ DATE _____

**HEAD OF DEPARTMENT/ DIVISION OR OFFICE _____ DATE _____

APPROVED BY: OFFICER [redacted] VPFO DATE 18 Sept 1968

OFFICER [redacted] DATE 25 Sept 68

PRESIDENT [redacted] DATE 26 Sept 68

DIRECTOR OF PERSONNEL [redacted] DATE 26 Sept 68

(**CONCURRENCE IS REQUIRED ON ALL TRANSFERS ONLY.)

DISTRIBUTION BY PERSONNEL DIVISION AFTER FINAL APPROVAL:
COPY 1: FOR PERSONNEL DIVISION.
COPY 2: FOR PAYROLL ACTION.
COPY 3: TO DFD (ORIGINATOR OF RPA) VIA VPFO CSD FOR NOTIFICATION OF APPROVAL.
COPY 4: TO PMVTE VIA (1) MFD/L (2) BMVTE FOR INFORMATION.

(FOR PERSONNEL DIVISION USE ONLY)

POSITION AUTHORIZED: Captain
POSITION NO.: P&SC/h P/S: Code "F"
EMPLOYMENT STATUS: Permanent SLOT NO.:
PROPOSED SALARY: ☑ IN ORDER ☐ SUBJECT TO DP'S CONCURRENCE
REMARKS: Extn. C pr to DPD/PRL - HKG

SICK LEAVE RECORD SINCE:
TOTAL NUMBER OF DAYS TAKEN:
FREQUENCY: CHECKED BY:

ROUTING ORDER	R/S	E/S	W/A	P/V	CPL	CAE		ADP	DP	P/F
INITIALS										
DATE										

PD-09R16

C06117004
APPROVED FOR RELEASE DATE: 09-Dec-2013
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)
(b)(6)

REQUEST FOR PERSONNEL ACTION

NAME: C. N. DRIVER (IN ENGLISH) (IN CHINESE) DEPT. RPA No. FD-RPA-67-826

DEC 30 1967

PAYROLL No. 07740 PND REF. No. PND-WA-AM-67-2614

EFFECTIVE DATE REQUESTED 19 December 1967
(FOR SEPARATION, EFFECTIVE DATE IS LAST WORKING DAY "COB".)

ACTUAL EFFECTIVE DATE DEC 19 1967
(TO BE FILLED BY PERSONNEL DIVISION)

Attd: √ Notification of Change in Pay/Status
Pnl Review Sheet

PROPOSED ACTION: ☐ NEW APPOINTMENT ☒ CHANGE IN POSITION/SALARY ☐ SEPARATION ☐ (OTHER)

	PRESENT STATUS	PROPOSED STATUS
TITLE & ACCOUNTING CODE NO.	First Officer	Reserve Captain
SALARY - GRADE, STEP & PAY STANDARD	FP/PS Code "F" + PA/A	FP/PS Code "D" + PA/A
EMPLOYMENT STATUS - PERMANENT, TEMPORARY OR FIXED TERM	Permanent	Same
DEPARTMENT/DIVISION/OFFICE	Flying Division/Operations	Same
LOCATION	P/A - VTE	Same
*CLASSIFICATION - STAFF EMPLOYEE OR WORKER	Staff employee	Same
POSITION NUMBER	P08016	Same
REMARKS		

☒ Approved ☐ Disapproved
20 Dec 67

* AS STIPULATED UNDER JOB CLASSIFICATIONS IN PERSONNEL MANUAL.

BASIS FOR RECOMMENDATION: (1) FOR SEPARATION, INDICATE WHETHER OR NOT REPLACEMENT IS REQUIRED.
(2) FOR PROMOTIONS AND SALARY INCREASES, COMPLETE THE FOLLOWING: (REQUEST ASSISTANCE FROM PND FOR DATA IF NECESSARY):

DATE OF EMPLOYMENT:	ORIGINAL TITLE:				ORIGINAL GRADE & STEP:		
RECORD OF LAST 6 SALARY INCREASES:	PERCENTAGE INCREASE: (1)	(2)	(3)	(4)	(5)	(6)	
	DATE:						
DATE OF CHANGE TO PRESENT TITLE:	PERCENTAGE INCREASE OF THIS INCREASE:						

Completed pilot in command requirement.

No accident record.

(USE REVERSE SIDE IF ADDITIONAL SPACE IS REQUIRED)

REQUESTED BY: [redacted] DFD DATE 20 December 1967
(DEPARTMENT HEAD) (DIVISION DIRECTOR OR OFFICER)

CONCURRED BY: STATION MANAGER _____ DATE _____

REGIONAL DIRECTOR _____ DATE _____

**HEAD OF DEPARTMENT/ DIVISION OR OFFICE _____ DATE _____

OFFICER [redacted] VPFO DATE DEC 21 1967

APPROVED BY: OFFICER [redacted] DATE 28 Dec 67

PRESIDENT _____ DATE _____

DIRECTOR OF PERSONNEL [redacted] DATE 29 Dec 67

(**CONCURRENCE IS REQUIRED FOR INTER DEPARTMENTAL OR DIVISIONAL TRANSFERS ONLY.)

DISTRIBUTION BY PERSONNEL DIVISION AFTER FINAL APPROVAL:
COPY 1: FOR PERSONNEL DIVISION.
COPY 2: FOR PAYROLL ACTION.
COPY 3: TO DFD (ORIGINATOR OF RPA) VIA VPFO CSD FOR NOTIFICATION OF APPROVAL.
COPY 4: TO PMVTE MFD/L VIA (1) MFD/L (2) BMVTE FOR INFORMATION.

(FOR PERSONNEL DIVISION USE ONLY)

POSITION AUTHORIZED: Captain
POSITION NO.: P08016 P/S: Ab
EMPLOYMENT STATUS: Permanent SLOT NO.:
PROPOSED SALARY: ☒ IN ORDER ☐ SUBJECT TO DP'S CONCURRENCE
REMARKS: FD-RPA-67-826 (upgrading)

SICK LEAVE RECORD SINCE:
TOTAL NUMBER OF DAYS TAKEN:
FREQUENCY: CHECKED BY:

ROUTING ORDER	R/S	E/S	W/A	P/V	SEC	CPL		ADP	DR	R/F
INITIALS										
DATE										

PD-09R15

C06117085
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

REQUEST FOR PERSONNEL ACTION

NAME: C. N. DRIVER (IN ENGLISH) (IN CHINESE) DEPT. RPA No. FD-RPA-66-411

AUG. 12. 1966

PAYROLL No. 07226 PND REF. No. PND-WA-AM-K-NE-2665

EFFECTIVE DATE REQUESTED To be inserted by PND (FOR SEPARATION, EFFECTIVE DATE IS LAST WORKING DAY "COB".)

ACTUAL EFFECTIVE DATE 15 May 1966 JUN 14 1966 (TO BE FILLED BY PERSONNEL DIVISION)

√ Personnel Notification attached

PROPOSED ACTION: ☒ NEW APPOINTMENT ☐ CHANGE IN POSITION/SALARY ☐ SEPARATION ☒ (OTHER) PA-A

	PRESENT STATUS	PROPOSED STATUS
TITLE & ACCOUNTING CODE NO.	APPLICANT	First Officer
SALARY - GRADE, STEP & PAY STANDARD		FP/PS Rev. 16 Code "F" + PA/A
EMPLOYMENT STATUS - PERMANENT, TEMPORARY OR FIXED TERM		Permanent
DEPARTMENT/DIVISION/OFFICE		Flying Division/Operations
LOCATION		P/A - VTE
*CLASSIFICATION - STAFF EMPLOYEE OR WORKER		Staff employee
POSITION NUMBER		☒ Approved ☐ Disapproved by Stanton F. Chase DSY 5/25/66 for
REMARKS		

RECEIVED 25 MAY 1966 Security Division

RECEIVED 23 MAY VPFO OFFICE TAIPEI

* AS STIPULATED UNDER JOB CLASSIFICATIONS IN PERSONNEL MANUAL.

BASIS FOR RECOMMENDATION: (1) FOR SEPARATION, INDICATE WHETHER OR NOT REPLACEMENT IS REQUIRED.
(2) FOR PROMOTIONS AND SALARY INCREASES, COMPLETE THE FOLLOWING: (REQUEST ASSISTANCE FROM PND FOR DATA IF NECESSARY).

DATE OF EMPLOYMENT:	ORIGINAL TITLE:			ORIGINAL GRADE & STEP:		
RECORD OF LAST 6 SALARY INCREASES:	PERCENTAGE INCREASE : (1)	(2)	(3)	(4)	(5)	(6)
	DATE:					
DATE OF CHANGE TO PRESENT TITLE:	PERCENTAGE INCREASE OF THIS INCREASE:					

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(USE REVERSE SIDE IF ADDITIONAL SPACE IS REQUIRED)

REQUESTED BY: (DEPARTMENT HEAD) (DIVISION DIRECTOR OR OFFICER) BFD DATE 19 May 1966

CONCURRED BY: STATION MANAGER DATE

REGIONAL DIRECTOR DATE

**HEAD OF DEPARTMENT/ DIVISION OR OFFICE DATE

OFFICER VPFO DATE 23 May 1966

APPROVED BY: OFFICER DATE 26 May 66

PRESIDENT DATE

DIRECTOR OF PERSONNEL DATE 5/27/66

EXISTING AUTHORIZED	10193
NO. EMPLOYED AS OF THIS RPA	8183

(**CONCURRENCE IS REQUIRED FOR INTER DEPARTMENTAL OR DIVISIONAL TRANSFERS ONLY.)

DISTRIBUTION BY PERSONNEL DIVISION AFTER FINAL APPROVAL:
COPY 1: FOR PERSONNEL DIVISION.
COPY 2: FOR PAYROLL ACTION.
COPY 3: TO DFD (ORIGINATOR OF RPA) VIA VPFO CSD
COPY 4: TO MF/VTE VIA (1) PMBKK (2) POVTE (3) BMVTE FOR INFORMATION. FOR NOTIFICATION OF APPROVAL.

(FOR PERSONNEL DIVISION USE ONLY)

POSITION AUTHORIZED :	1st Officer
POSITION NO. :	Cp-RE-115 P/S:
EMPLOYMENT STATUS:	Perm SLOT NO.:
PROPOSED SALARY :	☒ IN ORDER ☐ SUBJECT TO DP'S CONCURRENCE
REMARKS:	

SICK LEAVE RECORD SINCE:
TOTAL NUMBER OF DAYS TAKEN:
FREQUENCY: CHECKED BY:

ROUTING ORDER	R/S	E/S	W/A	P/V	SEC	CPL		ADP	DP	P/F
INITIALS										
DATE	5/25	5/25								

PD-09R15

C06117086
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

Cancelled 3/29/66

Driver C. N.

Via	Flight	Date	From	To	EDT ETA
XO PA	845F	07 APR THUR	LAX	TPE	1145 1900
XO CT	33F	09- APR SAT	TPE	TPE	1420 1830
XO CT	F-1	Open	TPE	BKK	Open

HOTEL OKURA

PA 3/24

PA - XO 39

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

Departure from Los Angeles

REQUEST FOR PERSONNEL ACTION

AUG. 12. 19

NAME: C. N. DRIVER (IN ENGLISH) (IN CHINESE) DEPT. RPA No. FD-RPA-66-411

PAYROLL No. OPSP6 PND REF. No. PND-WA-AMBNE-0665

TO:
- ☐ PAYROLL - TPE VIA D/GAD
- ☑ PAYROLL - TPE VIA D/GAD & C STAT
- ☐ PAYROLL - TNN VIA D/MBAD
- ☐ PAYROLL - TYO VIA D/GAD
- ☐ RAS/SEA - BKK VIA D/GAD & PAYROLL - TPE

EFFECTIVE DATE REQUESTED To be inserted by PND
(FOR SEPARATION, EFFECTIVE DATE IS LAST WORKING DAY "COB".)

ACTUAL EFFECTIVE DATE ① 15 May 1966 ② JUN 14 1966
(TO BE FILLED BY PERSONNEL DIVISION)

PROPOSED ACTION: ☒ NEW APPOINTMENT ☐ CHANGE IN POSITION/SALARY ☐ SEPARATION ☐ (OTHER) PA-A

CONFIDENTIAL

	PRESENT STATUS	PROPOSED STATUS
TITLE & ACCOUNTING CODE NO.	APPLICANT	First Officer
SALARY - GRADE, STEP & PAY STANDARD		FP/PS Rev. 18 Code "F" + PA/A
EMPLOYMENT STATUS - PERMANENT, TEMPORARY OR FIXED TERM		Permanent
DEPARTMENT/DIVISION/OFFICE		Flying Division/Operations
LOCATION		P/A - VTE
*CLASSIFICATION - STAFF EMPLOYEE OR WORKER		Staff employee
POSITION NUMBER		
REMARKS		

* AS STIPULATED UNDER JOB CLASSIFICATIONS IN PERSONNEL MANUAL.

PD-09 R15

IBM ENTERED

APPROVED BY: _____ DIRECTOR OF PERSONNEL

5/27/66 DATE

C0[illegible]
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

MEMORANDUM

TO : MFD/L via BMVTE

DATE: 6 Nov. 1969

FROM : DFD

REF. No. FD-69-517-SB28/70

SUBJECT : C. N. Driver

A review of Mr. C. N. Driver's flying file indicates he accomplished a satisfactory upgrade flight check 19 September 1969 and received an unsatisfactory grade on two subsequent Route/Line checks.

Mr. C. N. Driver is to remain as First Officer until 28 February 1970. During this period, MFD/L is to assure that Mr. Driver receives counsel concerning his unsatisfactory performance. It is requested that he receive not only on-the-line training and documented evaluations from the Captains with whom he flies, but also synthetic instrument training in excess of that normally required.

MFD/L may recommend upgrading at any time he determines Mr. Driver meets the standard of performance required of a pilot-in-command but is required to furnish DFD with an evaluation and recommendation not later than 28 Feb. 1970.

MFD/L is to furnish evidence to DFD that Mr. Driver is aware of the general contents of this memo not later than 20 November 1969.

Original signed by

[redacted]

[redacted]

cc: C. N. Driver 'P' file VTE
C. N. Driver 'P' file TPE
File

GVC/pw

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117089
APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(3)(c)

FORM 11-72 3013 USE PREVIOUS EDITIC

(b)(3)(c)

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CLASSIFIED MESSAGE

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PERSON/UNIT NOTIFIED

SECRET
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INDEX: ☐ YES ☐ NO

CLASSIFY TO CS FILE NO.

069

BY: _____ AT: _____ Z

X-REF TO CS FILE NO.

DISSEM BY 9 PER _____ M

☐ FILE RID ☐ RETURN TO _____ BRANCH

ACTION UNIT

INFO

FILE. VR.

SERVICE

ACTION NO.

SAIGON	14 JAN 75	46489Ø A
STA & NR	DATE	IN NR

PLEASE CORRECT THE GARBLED PORTION(S) OF THIS MESSAGE TO READ AS FOLLOWS:

PTN PARA 1A(1ST SUBPARA) TO READ:

"ACROSS A DEPRESSION OF SOME 5ØØ TO 6ØØ FEET BEFORE IMPACTING AGAIN"

PARA 1A (LAST SUBPARA) TO READ:

"WATER IS PLENTIFUL BECAUSE OF SEASONAL MONSOONS, WHICH ALSO ACCOUNTS"

SECRET

C06117090
APPROVED FOR RELEASE DATE: 09-Dec-2013
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)
(b)(6)

COMMENTS

DRIVER

On the leg from L08 to L22 Capt. Driver let down over Skyline from 9000 ft. to 7000 ft on a heading of 040° varying to 060° through broken clouds. This track brought us very close to a 6988 ft. peak.

The traffic pattern at L22 was normal, however, the final approach was two high and too fast. About 200 feet from the ground I had to take over the aircraft and make the landing.

MFD was on board this flight [redacted]

Swedrich J25

C06117083
APPROVED FOR RELEASE DATE: 09-Dec-2013

USE PREVIOUS EDITI

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(3)(c)

(b)(3)(c)

28

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INDEX: ☐ YES ☐ NO

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X-REF TO CS FILE NO.

#143

BY: AT: Z

DISSEM BY PER #

☐ FILE RID ☐ RETURN TO BRANCH

INFO

FILE, VR,

SERVICE

ACTION NO.

NHA TRANG 27546	7 JANUARY 75	458042 A
STA & NR	DATE	IN NR

PLEASE CORRECT THE GARBLED PORTION(S) OF THIS MESSAGE TO READ AS FOLLOWS:

PORTION PARA 1 READS:

"7 JAN ABORTED AT 1430 (L) DUE CLOUD COVER"

SECRET

C06117097

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☐ (b)(6)

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
OFFICE OF FEDERAL EMPLOYEES' COMPENSATION

OFFICIAL SUPERIOR'S REPORT OF EMPLOYEE'S DEATH

1. NAME OF DECEASED EMPLOYEE, *(Last, first, middle)*	2. DATE OF BIRTH *(Mo., day, year)*	3. ☒ MALE ☐ FEMALE	4. SOCIAL SECURITY NUMBER
RAWLINGS, James A.	11-3-36		

5. DEPARTMENT OR AGENCY	6. BUREAU OR OFFICE

7. NAME AND ADDRESS OF REPORTING OFFICE	8. NAME AND OFFICE PHONE NO. OF EMPLOYEE'S OFFICIAL SUPERIOR

9. DATE AND HOUR OF INJURY *(Mo., day, year)*	10. DATE AND HOUR OF DEATH *(Mo., day, year)*	11. DATE AND HOUR EMPLOYEE'S PAY STOPPED *(Mo., day, year)*
1-3-75 MIA AM ☐ PM ☐	Declared Legally deceased 1-3-76 AM ☐ PM ☐	1-3-76 AM ☐ PM ☐

12. DESCRIBE HOW INJURY OCCURRED	13. WAS EMPLOYEE IN PERFORMANCE OF DUTY WHEN INJURY OCCURRED? IF NO, EXPLAIN
Employee was a passenger in an airplane which crashed on 1-3-75. Has been missing in action since that date. Was declared legally dead 1-3-76.	☒ YES ☐ NO

14. LOCATION WHERE INJURY OCCURRED	15. LOCATION WHERE DEATH OCCURRED	16. IMMEDIATE CAUSE OF DEATH *(Attach medical and autopsy reports if available)*
Vietnam	Vietnam	Plane crash

17. EMPLOYEE'S PAY RATE AS OF:	a. BASE PAY	b. ~~SUBSISTENCE~~ Sep. maint.	c. QUARTERS	d. OTHER Post dif. 25% Pre Pay
A. DATE OF INJURY: 1/3/75	$16,001 per yr	$ 3690 per yr	$2808 per yr	$ 6400 per yr
B. DATE STOPPED WORK: (Pay stopped) 1/3/76	$16800 per yr	$ 3690 per yr	$2808 per yr	$ 6920 per yr

18. DID EMPLOYEE WORK IN THE POSITION HELD AT THE TIME OF INJURY FOR A FULL ELEVEN MONTHS IMMEDIATELY PRIOR TO THE INJURY?	19. IF ANSWER TO 18 IS NO, WOULD THE POSITION HAVE AFFORDED EMPLOYMENT FOR ELEVEN MONTHS EXCEPT FOR THE INJURY?
☒ YES ☐ NO	☐ YES ☐ NO

20. IF EMPLOYEE WAS ENROLLED IN A HEALTH BENEFIT PLAN FOR SELF AND FAMILY, SHOW HBS CODE NUMBER:	21. SHOW DATE THROUGH WHICH HBS DEDUCTIONS WERE LAST MADE. *(Mo., day, year)*	22. IF EMPLOYEE RECEIVED MEDICAL CARE PRIOR TO DEATH, GIVE NAME AND ADDRESS OF ATTENDING PHYSICIAN
422	12/28/75-1/3/76	NA

23. IF INJURY WAS CAUSED BY A THIRD PARTY, GIVE NAME AND ADDRESS OF THIRD PARTY	24. GIVE NAME AND ADDRESS OF THE ATTORNEY REPRESENTING THE SURVIVORS IF LEGAL ACTION IS INSTITUTED AGAINST THE THIRD PARTY	25. SHOW AMOUNT OF THIRD PARTY RECOVERY, IF ANY $

26. IF EMPLOYEE WAS A MEMBER OF THE ARMED SERVICES OF THE UNITED STATES, SHOW: BRANCH OF SERVICE: SERIAL NO. *(if known)*	27. HAS A CLAIM FOR SURVIVOR'S BENEFIT BEEN FILED WITH THE UNITED STATES CIVIL SERVICE COMMISSION?
NA	NA ☐ YES ☐ NO

28. NAME AND ADDRESS OF EMPLOYEE'S SPOUSE OR NEXT OF KIN *(Show relationship, if other than spouse)*

[redacted]	30. TITLE	31. DATE *(Mo., day, year)*
	[redacted]	January 30 1976

FORM CA-6, Oct. 1972

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117099

APPROVED FOR RELEASE DATE: 09-Dec-2013

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~~SECRET~~

(b)(3)(c)

75-593

5 March 1975

MEMORANDUM FOR: Director of Personnel

THROUGH : Deputy Director for Operations

SUBJECT : Missing Person Status--Mr, James A. Rawlings

REFERENCE : [redacted]

1. Mr. James A. Rawlings, a Logistics Officer assigned to the Nha Trang Base, Vietnam Station, was a passenger on a C-123 cargo plane which disappeared on 3 January 1975 while enroute from Dalat to Nha Trang, South Vietnam. Based upon a computation of flight time with fuel on board, the aircraft was technically considered down at 1900 hours, local time, 3 January 1975.

2. An intensive search and rescue effort followed the disappearance of this aircraft. Bad weather and clouds were a constant problem in the search; however, a recent crash site in the area was identified on 8 January 1975. This area was studied and photographed from the air and the following is extracted from Saigon [redacted], dated 14 January 1975:

> Interviews with the pilots, co-pilots and observers on the two Air America helicopters that hovered over the crash site plus examination . . . of photographs by a trained PI indicate that the crash is a recent one . . . and that it is a C-123 aircraft. . . . While it is not possible to positively identify the downed aircraft as the missing C-123/ST-1, there have been no reports of any recent plane crashes in the area. The crash site is approximately two kms south of the expected flight path of the missing C-123.

Although there has not been a positive identification of the plane to date, most observers are convinced that this crash site is the location of the C-123 on which Mr. Rawlings was a passenger. There appears to be no chance that anyone could have

~~SECRET~~ [redacted]

C06117099

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survived the crash. A joint recovery mission has been planned but arrangements require considerable coordination, and numerous delays have been encountered. It is hoped that the mission can be carried through in the near future.

3. In view of the information outlined above, it is requested that Mr. James A. Rawlings be officially designated a missing person effective 1900 hours, Nha Trang local time, 3 January 1975. It is further requested that all pay, allowances, and allotments of Mr. Rawlings be continued for the duration of his missing status.

[redacted]
Chief, East Asia Division

CONCUR:

[redacted]
Acting Chief, Career Management Group
05 MAR 1975
Date

[redacted]

Distribution:
Orig & 1 - [redacted]
2 -
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SECRET

C06117101
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(3)

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MEMORANDUM FOR THE RECORD

SUBJECT: Scheduled Work Week for Nha Trang Base Employees of Vietnam Station

This is to certify that all Agency employees (both staff and full-time contract) assigned to Nha Trang Base, were working a regularly scheduled 44 hour work week and receiving 1.5% premium pay for unscheduled overtime beyond 44 hours. The four hours (41st-44th hours) were scheduled as a half work day on Saturday each week. Those employees who were GS-11 and below had the option of receiving overtime pay or compensatory time for the four hours per week. Those employees GS-12 through GS-14 were only authorized compensatory time in keeping with [redacted].

This combination of a regularly scheduled 44 hour work week and premium pay was standard for all non-Saigon based personnel of Vietnam Station.

[redacted]
Former Support Officer
Nha Trang Base

Rawlings file
Copy To
C/BSD

C06117102
APPROVED FOR RELEASE DATE: 09-Dec-2013
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(b)(3)

MISSING PERSONS COMMITTEE

MEETING : 7 January 1976
5E 62, Headquarters
3:00 p.m.

SUBJECT : JAMES A. RAWLINGS

ATTENDEES: Personnel -
EA -
CCS -
CI -
Security -
OGC -
OMS -
Logistics -
Finance -

C06117103

APPROVED FOR RELEASE DATE: 09-Dec-2013

CONFIDENTIAL

25-2021

PEBS 75-2912

20 DEC 1975

MEMORANDUM FOR: Director of Personnel

VIA : Deputy Director for Operations

SUBJECT : Request for Formal Determination of Presumptive Death - Mr. James A. Rawlings (b)(1) (b)(3)(n)

1. Mr. James A. Rawlings, Logistics Officer assigned to Nha Trang, was directed to go to Dalat on [redacted] 2 January 1975 [redacted]. In this connection Mr. Rawlings was a passenger aboard a C-123K (tail number ST-1) on 3 January when it made its last trip, Dalat to Nha Trang, backhauling office furniture and equipment. Radio contact was made with the aircraft upon its departure from Dalat, at 1525 local time (L); at that time the pilot confirmed there were nine persons on board. (Note: The Support Officer, Nha Trang, in telephone conversation with Mr. Rawlings at approximately 1400L was advised that a party of six--himself, a Filipino assistant and four local Vietnamese employees--would be accompanying the flight to Nha Trang. These six, plus the known crew of three China Air Lines personnel, account for the nine persons reported to be on board.) The flight was considered overdue at 1630L and a Search and Rescue (SAR) effort was launched shortly thereafter. The aircraft was technically considered down at 1900L considering fuel on board.

2. Airborne SAR continued during daylight hours from 3 to 8 January when a crash site was sighted at 1505L on 8 January. The crash site was located at 3,700 feet on the side of a 5,100 foot mountain (coordinate BP755440) approximately 15 miles from Nha Trang, some 2 km south of a straight flight-path projection between Dalat and Nha Trang. Photographs taken of the crash site, evaluated by an Agency photo interpreter in Saigon, concluded that the crash was recent and was indeed that of a C-123K aircraft. There were no C-123K's operational in Vietnam at the time of the accident other than ST-1.

(b)(3)(c)

CONFIDENTIAL

[redacted]

C06117103
APPROVED FOR RELEASE DATE: 09-Dec-2013

3. Based on experienced observers who flew over and orbited the crash site (Air America pilots and Joint Casualty Resolution Center (JCRC) personnel) as well as an evaluation of photos of the crash by Saigon Air Branch, the chances of there being survivors of the incident were considered virtually non-existent. It was considered that the force of impact would have been fatal to any passenger judging from the condition and size of individual pieces of aircraft debris. In addition to the SAR, all other efforts to ascertain the fate of the passengers failed to produce hard evidence that there were any survivors.

4. Inclement weather, the element which is considered to be a primary cause of the accident, also dominated the search and recovery efforts. A total in excess of 73 hours was spent in airborne SAR between 3 and 10 January, and again on 16 January, by Air America aircraft and 15-1/2 hours by VNAF aircraft. Recovery plans were formulated, which of necessity required coordination with several elements of the Vietnamese military, JCRC, both within country as well as its command structure in Thailand and Washington, the Consul General of MR II, Saigon Embassy and Air America. Due to the widely held opinion that there were no survivors, the recovery plans were understandably cautious. Once a coordinated plan was agreed upon and the risk element was considered sufficiently low enough to warrant putting a recovery team in at the crash site, the general military situation was in a state of drastic deterioration for the GVN. The ARVN and Regional Force elements which had been designated to secure the area around the crash site were recommitted to higher priority military objectives. By 10 March, it became apparent that it was not realistic to plan for recovery until the military emergency could be brought under an acceptable degree of control. As the military emergency was not stemmed, a recovery team was never able to get to the crash site.

5. Accordingly, based on the reporting by responsible Agency personnel from the field and the preponderance of evidence that there were no survivors, it is requested that

C06117103
APPROVED FOR RELEASE DATE: 09-Dec-2013

CONFIDENTIAL

an official determination of presumptive death of Mr. James A. Rawlings be rendered to be effective 3 January 1976.

[redacted]
Chief, East Asia Division

CONCUR:

for [redacted]
Deputy Director for Operations

24 DEC 1975
Date

(b)(3)(c)

APPROVED:

Director of Personnel

Date

[redacted]

Distribution:
Orig & 1 - [redacted]
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C06117105

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(b)(3)

SECRET

PERS 76-098

14 JAN 1976

MEMORANDUM FOR: Director of Personnel

SUBJECT : RAWLINGS, James A. - Review and Recommendations Regarding Missing Person Status

1. Mr. James A. Rawlings was a passenger on a C-123 cargo plane which disappeared on 3 January 1975 while enroute from Dalat to Nha Trang, South Vietnam. As a result of your review of the circumstances, he was placed in a missing status under the provisions of the Missing Persons Act.

2. In accordance with [redacted] a review is required to determine if Mr. Rawlings' should be continued in a missing status beyond the initial 12-month period. On 17 December 1975 I met with [redacted] of EA Division to discuss the current status of this case and further action that would be required. It was agreed that EA Division would prepare a summary of all significant information and that their recommendations would be considered by the Ad Hoc Committee on Missing Persons at a meeting in early January 1976.

3. Our Committee met on 7 January 1976. Attached are the minutes of the Committee meeting (Tab A) and the EA request for formal determination of presumptive death (Tab B). It is the unanimous recommendation of our Committee that Mr. James A. Rawlings be declared presumptively dead as of 3 January 1976.

4. Attached for your signature is a memorandum to the Director of Finance (Tab C) which will be required to terminate pay and allowances for Mr. Rawlings in the event that you make a determination of presumptive death.

[redacted]

[redacted]

Deputy Director of Personnel

C06117106
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(b)(3)(c)

BSD Rulings File

Ref

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OFFICIAL ROUTING SLIP

TO	NAME AND ADDRESS	DATE
1	DD/Pers	9 FEB 1976
2	DD/Pers	9 FEB 1976 9 FEB 1976
3	D/Pers	1976 13 FEB 1976
4	~~B/Log~~ DD/Pers	12 FEB 1976
5	~~D/Pers~~	2/13
6	~~C/BSD~~	

	ACTION		DIRECT REPLY		PREPARE REPLY
	APPROVAL		DISPATCH		RECOMMENDATION
	COMMENT		FILE		RETURN
	CONCURRENCE		INFORMATION		SIGNATURE

Remarks:

2- Re: Retroactive Promotion of Rankings

I believe we should approve this, but you may want OGC Concurrence (4) Do what is necessary re OGC

FOLD HERE TO RETURN TO SENDER

FROM: NAME, ADDRESS AND PHONE NO. | DATE

C/BSD | 2/9/76

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FORM NO. 1-67 237 Use previous editions ☆ GPO : 1974 O - 535-857 (40)

← OGC OK by.

NOTE 2/13
Asked EA/Pers to prepare promotion action.

C06117106

APPROVED FOR
RELEASE DATE:
09-Dec-2013

12 FEB 1976

MEMORANDUM FOR THE RECORD

SUBJECT: Promotion of James A. Rawlings

1. Mr. James A. Rawlings was placed in a missing status on 3 January 1975 and subsequently declared presumptively dead by the Agency effective 3 January 1976. A review of the case revealed that Mr. Rawlings was not competitively evaluated for promotion by the Logistics Career Service during this period. It was believed that his missing status precluded promotion consideration.

2. Agency regulation [redacted] requires the competitive promotion evaluation of personnel in grades GS-09 through GS-14 must be accomplished at least annually. In addition, the DDA Personnel Management Handbook provides for the competitive evaluation of all professional GS careerists in grades GS-07 through GS-15 at least once a year. There is precedent in the Agency for the promotion consideration of employees who are in military service or are prisoners of war.

3. The Logistics Career Service conducted its last competitive review of GS-10 personnel during September 1975. Recognizing that the failure to evaluate Mr. Rawlings at that time was an administrative error, a review was made on 4 February 1976 to determine if he would have been promoted had he been ranked. It was the conclusion of the Head of Logistics Career Service that Mr. Rawlings would have ranked sufficiently high in September 1975 for promotion and that he would have been promoted to GS-11 effective 9 November 1975 along with other careerists selected for promotion at that time.

4. In view of the information presented above and the administrative error which took place relative to his competitive evaluation and promotion, it is agreed that the grade and salary of Mr. James A. Rawlings should be adjusted retroactively to reflect his promotion to GS-11 effective 9 November 1975.

[redacted]
Director of Logistics

[redacted]
Director of Personnel

[redacted]

C06117106

APPROVED FOR RELEASE DATE: 09-Dec-2013

4 FEB 1976

MEMORANDUM FOR: Director of Personnel

SUBJECT : James A. Rawlings

Mr. Rawlings was not competitively evaluated during Logistics' September 1975 exercise. We have now reviewed his record and have concluded that if he had been ranked, he would have been promoted from GS-10 to GS-11 effective 9 November 1975.

[redacted]
Director of Logistics

C06117106

APPROVED FOR
RELEASE DATE:
09-Dec-2013

~~SECRET~~

PREPARED FEB 76
NOT USED.
EJ

MEMORANDUM FOR: Acting Director of Personnel

SUBJECT : Promotion of Mr. James A. Rawlings

1. Mr. James A. Rawlings was placed in a missing status on 3 January 1975 and subsequently declared presumptively dead by the Agency effective 3 January 1976. It has come to my attention that Mr. Rawlings was not competitively evaluated for promotion by the Logistics Career Service during this period as is required under these circumstances. He was promoted to his present grade, GS-10, in October 1974.

2. I contacted Logistics Personnel and asked that a determination be made as to whether Mr. Rawlings would have been promoted if he had been ranked. [redacted] arranged for an appropriate review and advised me that it is the conclusion of the Logistics Career Service that Mr. Rawlings should have been promoted from GS-10 to GS-11 effective 9 November 1975. This is the date that other competitive promotions to GS-11 were made by Logistics.

3. It is requested that the promotion of Mr. James A. Rawlings from GS-10 to GS-11 effective 9 November 1975 be approved.

[redacted]

Chief, Benefits and Services Division

APPROVED: _____

Date

DISAPPROVED: _____

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[redacted]

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[redacted]

C06117109
APPROVED FOR RELEASE DATE: 09-Dec-2013

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OUTGOING MESSAGE

ROUTING

PAGE 1 OF 1 PAGES

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HANDLING INDICATOR: STAFF

CONF: INFO: FILE DDO

DATE-TIME GROUP: 052346Z

CITE: DIRECTOR

MESSAGE REFERENCE NUMBER: 652628

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6-2

Eyes only

1-WRD

TO: SAIGON 4

(b)(1)
(b)(3)(n)

REF: NHA TRANG

1. APPRECIATE COMPLEXITY AND EXTENSIVE COORDINATIONS NECESSARY TO MOUNT THE OPERATION TO RECOVER MR. JAMES RAWLINGS AND OTHER PERSONNEL ON THE CRASHED C-123 AIRCRAFT. APPRECIATE EVERYONE'S CONCERN THAT ADDITIONAL HUMAN LIFE NOT BE JEOPARDIZED UNDULY OR LOST DURING RECOVERY EFFORTS. OUR DAILY CONTACT WITH MR. RAWLINGS' WIFE IS BECOMING INCREASINGLY DELICATE AS WE ENTER THE SECOND MONTH OF HIS BEING MISSING. SHE FEELS AN OBLIGATION TO HER HUSBAND AND HAS CONSIDERED CALLING THE DIRECTOR TO SEEK HIS ASSISTANCE IN SEEING THAT EVERYTHING POSSIBLE IS BEING DONE TO EXPEDITE RECOVERY MISSION. [redacted] SO FAR, SHE HAS ACCEPTED OUR COUNSEL AND IS PATIENTLY FOLLOWING RECOVERY EFFORTS. PLEASE DO EVERYTHING POSSIBLE TO MOUNT RECOVERY MISSION PROMPTLY WITH DUE CONSIDERATION OF ALL FACTORS AND CONTINUE TO PROVIDE US WITH SUFFICIENT REPORTING SO THAT WE CAN DO OUR BEST MAINTAINING MRS. RAWLINGS' AND HER FAMILY'S MORALE.4

DATE:
ORIG:
UNIT:
EXT:

RELEASING OFFICER | COORDINATING OFFICERS | AUTHENTICATING OFFICER

CLASSIFICATION

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E 2 IMPDET

C06117109

APPROVED FOR RELEASE DATE: 09-Dec-2013

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2		5		8	
3		6		9	

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PAGE 2 OF PAGES 2

OMF
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DATE-TIME GROUP

CITE
DIRECTOR
652628

MESSAGE REFERENCE NUMBER

STAFF

CONF:

INFO: FILE

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0 IF FILES #

2. MRS. RAWLINGS IS NOW FOCUSING ON THE POSSIBILITY OF THE RECOVERY MISSION BEING COMPLETED BEFORE TET. WE WILL WANT TO LET HER DOWN EASILY IF THE MISSION IS GOING TO BE DELAYED UNTIL AFTER TET. ON THE BASIS OF YOUR REPORTING, WE WILL TRY TO PREPARE MRS. RAWLINGS IN ADVANCE FOR ANY DISAPPOINTMENTS THAT CAN BE ANTICIPATED.4

(b)(6)

3. WE DISCUSSED THE ABOVE SITUATION WITH [redacted] 31 JANUARY. HE HAS A COMPLETE APPRECIATION FOR THE CONSIDERATIONS ON THIS END AND INSURED US THAT HE WOULD DO EVERYTHING POSSIBLE AT THAT END. E2 IMPDET.4

COORD: C/EA/VN[redacted]

(b)(3)(c)

DATE: 5 FEB 75
ORIG: [redacted] MEL
UNIT: CEA/SS
EXT: 1759

[redacted] CEA
RELEASING OFFICER

COORDINATING OFFICERS

[redacted] CEA/SS
AUTHENTICATING OFFICER

CLASSIFICATION

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C06117110
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

MEMORANDUM

RECEIVED
18 MAY 1974
DIRA

TO : MrA&IR/UTH via BMVTE

DATE : 15 May 1974

FROM : AMrA-VTE

REF. No. rOVTE-74-779

SUBJECT : A/File ing Employees

REFERENCE: rOVTE-74-RrA-

Enclosed are F/Files of the below named employees to be administratively transferred VTE/UTH effective 30 May 1974 per above referenced RPA's,

1.	Ackley, J.H.	06501	Captain
2.	Boyles, H.H.	04317	Captain
3.	Cavill, J.W.	09235	First Officer
4.	Driver, C.N.	07740	First Officer
5.	Ritter, G.L.	06597	Captain
6.	Townley, R.F.	09246	First Officer
7.	De Bruin, E.H.	04999	A/F Specialist
8.	[redacted]		Flt. Radio Operator
9.			A/F Dispatcher
10.			Sr. A/F Dispatcher
11.			A/F Dispatcher
12.			A/F Dispatcher

cc: DIRA-BKK
R/File
File
WSI/jc

FORM 52

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PERSONNEL DIVISION

ADVANCE NOTICE OF PERSONNEL ACTION

DATE: 15 March 1973

REF. NO. PND-MEA/73-0771

TO: THOSE CHECKED ON DISTRIBUTION

PLEASE BE ADVISED THAT THE FOLLOWING PERSONNEL ACTION IS BEING PROCESSED BY THE PERSONNEL DIVISION.

NAME	TITLE AND DEPT/DIV/OFFICE	LOC.	CODE	EFFECTIVE DATE RECOMMENDED	REMARKS
C. N. Driver	F/O, FD	VTE	N/A	7 March 1973	Missing
J. H. Ackley	Captain, FD	VTE	N/A	7 March 1973	Missing

CODE: A - SEPARATION; B - LWOP; C - M/S LWOP; D - ANNUAL LEAVE; E - ANNUAL VACATION/HOME LEAVE; F - EXTENDED SICK LEAVE; G - TRANSFER (PERMANENT CHANGE OF STATION)

DISTRIBUTION: (CHECK THOSE APPLICABLE PER CHECK LIST ON REVERSE SIDE)

- [ ] T/C'S OFFICE - TPE
- [ ] ASSISTANT TREASURER, TPE
- [X] CHIEF ACCOUNTS RECEIVABLE - TPE
- [ ] DIRECTOR, MAINTENANCE ACCOUNTING DIVISION, TNN
- [X] CHIEF, PAYROLL, TPE
- [X] CHIEF, PAYROLL.HKG VIA MGR ACCTG HKG
- [X] ACCOUNTING SUPERVISOR OF BASE/STATION(VTE)
- [ ] INTERNAL AUDITOR, TPE
- [X] SECRETARY, LEGAL COUNSEL, TPE RBS via CPRL TPE
- [X] PERSONNEL MANAGER/REPRESENTATIVE(VTE)
- [ ] EMPLOYMENT MANAGER, TPE
- [X] DIRECTOR OF SECURITY, TPE
- [ ] DIRECTOR COMMUNICATIONS DIVISION TPE
- [ ] SUPPLY SUPERVISOR, TPE
- [X] CHIEF, MEDICAL DEPARTMENT, TPE
- [ ] GROUND TRANSPORTATION DIVISION, TPE/TNN
- [X] STATION MANAGER/MANAGER AAL, HKG
- [X] P/FILE VIA MANAGER R/S AND W/A TPE
- [X] OTHER MESB

SIGNED

TITLE MEA

FORM 5690700 (PD-07 R11)

APPROVED FOR RELEASE DATE: 09-Dec-2013

COCKPIT CREW/UNASSIGNED: (Cont'd)

Employee Nr.	Name		Position Nr.	Title	
04317	Boyles, H.H.	A	04290	Captain	- Missing
		A	04736	Captain	- Medical
09235	Cavill, J.W.	A	07369	First Officer	- Missing
		A	08278	First Officer	- Medical
07740	Driver, C.N.	A	08016	First Officer	- Missing
		A	04709	Instructor Pilot	- LWOP
		A	04749	First Officer	- Medical
		A	00703	First Officer	- Medical
		A	08015	First Officer	- LWOP
06597	Ritter, G.L.	A	05503	Captain	- Missing
		A	04318	Instructor Pilot	- LWOP
09246	Townley, R.F.	A	07344	First Officer	- Missing
		A	05406	Instructor Pilot	- Medical
		A	04806	Captain	- LWOP

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APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

MISSING PERSONNEL

Emp. No.	Name	Title	Pay Standard	Pos. No.
06501	Ackley, J. H.	Capt.	PS-K	08019
04317	Boyles, H. H.	Capt.	PS-K	04290
09235	Cavill, J. W.	FO	PS-K	07369
15634	[redacted]	Sr. AFD	PS-K	
04999	De Bruin, E. H.	AFS	PS-K	04686
07740	Driver, C. N.	FO	PS-K	08016
21512	[redacted]	AFD	PS-K	12625
04857		AFD	PS-K	12628
06597	Ritter, G. L.	Capt.	PS-K	05503
05172	[redacted]	AFD	PS-K	
		Flt. Radio Opr.	PS-B	04827
09246	Townley, R. F.	FO	PS-K	07344

C06117119

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[redacted] (b)(6)

Clarence Nesbit Driver

(Missing as of 8 March 1973)

General Information

Birth Date			7 March 1922
Birth Place			Phoenix, Arizona
Height :	5' 8"	Weight:	190 lbs.
Hair :	Grey-Black	Eyes :	Brown
Complexion			Dark
Nationality			USA
Citizenship			USA
Job Title			First Officer (AAM)
SSN			[redacted]

C06117121

(b)(6)

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APPROVED FOR RELEASE DATE: 09-Dec-2013

APO 96237

Ref. Nr. VPNTD-L73-2359

21 November 1973

Headquarters JCRC
APO 96310

Attn: [redacted]

Dear Sir:

In accordance with your telephone request of 19 November, personal information concerning missing Air America crew members is forwarded herewith.

The attached data pertains to:

Captain J. H. Ackley
and
First Officer C. N. Driver

Both of the above were crew members of C-123K, 55-4524, which disappeared on 7 March 1973 while on a cargo flight in Laos. The exact location of the crash site has not been confirmed; however, wreckage was sighted at coordinates QB 2398 and tentative identification was made by an airborne observer based on the reading of the figure "4" on a portion of what appeared to be an aircraft's tail at that wreckage site. No photograph of the crash site is available and there has been no ground party into the site to provide positive identification.

Sincerely,

AIR AMERICA, INC.

Original Signed by:
[redacted]

Vice President
Northern Thailand Division

bcc: PRES-AAM WAS
VPIR-OSG BKK
EM-VTE
MFC via DO
MPA&IR
File

C06117122

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(b)(6)

S E C R E T 190942Z JAN 75

FROM NHA TRANG

WASHINGTON

TO: IMMEDIATE / SAIGON.

TIME OF REPORT 1800 (L) 19 JANUARY 1975

RECOVER

1. [redacted], JCRC FIELD TEAM LEADER, MADE SUCCESSFUL RECON OF CRASH SITE MORNING OF 19 JAN. WAS OVER SITE APPROX ONE HOUR AND SAYS HE HAS ALL THE INFO HE NEEDS TO PLAN MISSION.

2. [redacted] IS CONFIDENT CRASH IS RECENT ONE AND PROBABLY A C-123 AIRCRAFT. FROM DEBRIS HE ABLE OBSERVE THINKS BOTTOM OF PLANE TORN OPEN AT POINT OF FIRST IMPACT AND THAT IT THEN BEGAN TO DISINTEGRATE, SPREADING PARTS ALONG WAY TO FINAL IMPACT AREA, APPROX 600 FT AWAY. SINCE ONLY AREA HE WOULD FIND TO LAND JCRC TEAM IS A FINAL IMPACT POINT HE WILL HAVE TO WORK HIS WAY BACK ALONG CRASH PATH TO RECOVER IDENTIFIABLE OBJECTS. GIVEN DIFFICULT TERRAIN AND DISTANCE INVOLVED HE ESTIMATES THIS AS ALL DAY JOB.

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TRY TO EFFECT A RECOVERY. (I WOULD NOTE THAT IT IS A DISCIPLINED STAFF WHICH WILL ACCEPT A NEGATIVE DECISION IF THE REAYONS ARE EXPLAINED TO THEM).

I HAVE CONSIDERED WHETHER DELAY MIGHT BE ADVISABLE, SINCE IT IS VIRTUALLY CERTAIN THAT THERE ARE NO SURVIVORS AND THE AREA MIGHT BE MORE SECURE AT SOME TIME IN THE FUTURE. I DO NOT BELIEVE THIS IS A LIKELY POSSIBILITY IN THE FORESEEABLE FUTURE.

ONE MORE FACTOR YOU SHOULD CONSIDER IS THAT IF WE GO AHEAD ON THIS OPERATION IN THE FACE OF THE RISKS INVOLVED, IT COULD INCREASE THE PRESSURE ON YOU TO APPROVE MORE RISKY JCRC CASES.

HAVING WEIGHED ALL THE CONSIDERATIONS DISCUSSED ABOVE, I BELIEVE THAT THE RISKS INVOLVED ARE SUFFICIENTLY SMALL AND THE REASONS FOR ACCEPTING THEM SUFFICIENHLY COMPELLING THAT I RECOMMENI THAT YOU APPROVE A RECOVERY EFFORT. I WILL REVIEW THE RECOVERY PLAN IN DETAIL AND AM PREPARED TO RESUBMIT IT TO YOU IF OTHER ELEMENTS OF RISK EMERGE FROM THIS REVIEW."

3. AMBASSADOR HAS APPROVED NHA TRANG CONGEN RECOMMENDATION FOR USE OF JCRC IN RECOVERY OF REMAINS OF CRASH VICTIMS. ACTION NOW IN PROGRESS ON PLANNING TO IMPLEMENT AMBASSADOR'S DECISION. WE WILL CONTINUE TO REPORT AS SITUATION DEVELOPS.

SECRET

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RECOVERY PARTY. THE PRESENCE OF HELICOPTER GUNSHIPS AND/OR AN RF SECURITY FORCE WOULD PROBABLY DETER THIS, BUT THE POSSIBILITY OF A FIRE-FIGHT CANNOT BE FULLY RULED OUT. THE PRESENCE OF SEARCH AIRCRAFT AROUND THE SITE MAY HAVE ALERTED THE VC, BUT FINDING IT FROM THE GROUND WILL BE DIFFICULT THROUGH THE HEAVY JUNGLE. BECAUSE THE WRECKAGE IS OFF THE BEATEN TRACK, GVN FORCES WOULD POSE NO THREAT TO VC OPERATING AREAS. HAVING SAID ALL THIS, THE ELEMENT OF RISK IS PRESENT.

IN FAVOR OF CARRYING OUT A RECOVERY EFFORT THROUGH HELICOPTER INSERTION (INVOLVING A JCRC JOLLY GREEN CHOPPER AND POSSIBLY U.S. JCRC EXPERTS) GUARDED BY GUNSHIPS ARE THE FOLLOWING POINTS. THIS TYPE OF OPERATION WOULD HAVE AN ELEMENT OF SURPRISE THAT COULD REDUCE THE CHANCE OF HOSTILE ACTION AND CAREFUL PLANNING MIGHT REDUCE IT FURTHER. THE NATURE OF THE SITE IS SUCH AS TO PREVENT ANYTHING BUT SMALL ARMS FIRE FROM DIRECTLY AT THE SITE. THE GUNSHIPS WOULD DETER THIS. ONE ARGUMENT THAT WEIGHS HEAVILY IN MY JUDGMENT IS THAT THIS IS A RECENT LOSS WHICH HAS HIT THIS SMALL STAFF HARD. THEIR DEDICATION IN MANNING SEARCH FLIGHTS IN BAD WEATHER IS EVIDENCE OF THE STRENGTH OF THEIR FEELINGS ABOUT THIS LOSS. I THEREFORE FEEL WE SHOULD DE EVERYTHING WE PRUDENTLY CAN TO

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2. FOLLOWING IS TEXT OF NHA TRANG CON-GEN MESSAGE TO AMBASSADOR DATED 13 JAN 75:

"I BELIEVE WE SHOULD APPLY THE SAME CRITERIA TO THIS RECOVERY OPERATION THAT WE DO TO JCRC ACTIVITIES, I.E. THAT WE WILL NOT TAKE UNNECESSARY RISKS THAT LIVES (EITHER AMERICAN OR VIETNAMESE) WILL BE LOST TO RECOVER BODIES.

ARGUING AGAINST A RECOVERY OPERATION ARE THE FOLLOWING FACTORS. THE CRASH SITE IS IN AN AREA IN WHICH THERE ARE KNOWN SMALL VC ARMED FORCES AND IT IS POSSIBLE THEY MIGHT SEEK TO SET AN AMBUSH FOR THE

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(2) VNAF

DATE	AIRCRAFT	HOURS
4-6 JAN	HELICOPTER	9 PLUS 30
	L-19	6 PLUS 00
	TOTAL GVU	15 PLUS 30

F. SAR PROBLEMS:

SEARCH AND RESCUE EFFORTS HAVE SERIOUSLY BEEN HAMPERED BY WEATHER. ORIGINAL SEARCH AND RESCUE EFFORTS WERE LAUNCHED AT DAYLIGHT ON 4 JANUARY. BEEPER SIGNALS WERE PICKED UP ON 4 JAN SOUTH OF NHA TRANG AND APPROXIMATELY 4 HOURS OF HELICOPTER TIME WAS EXPENDED WITHOUT LOCATING THE BEEPER. ON 4 JANUARY LOCAL VIETNAMESE SOURCES PASSED INFO TO NHA TRANG THAT MILITARY AIRCRAFT WAS DOWN IN THE VICINITY OF SONG MAO. WRECKAGE WAS NEVER LOCATED. ESTIMATE 3 HOURS OF HELICOPTER AND VOLPAR TIME EXPENDED IN THIS ACTION. DURING THIS TIME ADDITIONAL SEARCH ACTIVITIES CONTINUED ON ROUTE OF FLIGHT OF C-123 (ST/1). SECURITY OF AREA MBEEN A DELAYING FACTOR. WRECKAGE OF VNAF C-123 LOCATED AT BP 9745 SLOWED DOWN SEARCH SINCE IT BELIEVED C-123 ST/1 HAD BEEN FOUND. UPON FURTHER EXAMINATION THIS WAS FOUND TO BE IN ERROR.

G. COORDINATION: ALL REPORTING AND SAR EFFORTS HAVE BEEN CLOSELY COORDINATED WITH EMBASSY AND NHA TRANG CONGEN.

SECRET

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E. AIRCRAFT USED TO DATE IN SAR:

(1) AIR AMERICA

DATE	AIRCRAFT	HOURS
3 JAN	HELICOPTER	1 PLUS 00
4 JAN	HELICOPTER	13 PLUS 15
4 JAN	VOLPAR	9 PLUS 40
5 JAN	HELICOPTER	6 PLUS 30
6 JAN	HELICOPTER	4 PLUS 20
6 JAN	VOLPAR	2 PLUS 55
7 JAN	HELICOPTER	5 PLUS 50
7 JAN	VOLPAR	2 PLUS 10
8 JAN	HELICOPTER	13 PLUS 15
8 JAN	VOLPAR	5 PLUS 10
9 JAN	VOLPAR	PLUS 30
9 JAN	VOLPAR	2 PLUS 30
10 JAN	VOLPAR	2 PLUS 30
	TOTAL	69 PLUS 35

SECRET

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C. IDENTIFICATION OF AIRCRAFT:

INTERVIEWS WITH THE PILOTS, CO-PILOTS AND OBSERVERS ON THE TWO AIR AMERICA HELICOPTERS THAT HOVERED OVER THE CRASH SITE, PLUS EXAMINATION OF OVER 75 PHOTOGRAPHS OF THE SITE AND WRECKAGE BY A TRAINED PHOTO INTERPRETER, INDICATE THAT THE CRASH IS A RECENT ONE (THE BROKEN BOUGHS OF THE TREES STILL HAD WILTED LEAVES ON THEM) AND THAT IT IS A C-123 AIRCRAFT. THOSE PIECES LARGE ENOUGH TO BE SEEN WERE OF THE PROPER DIMENSIONS FOR A C-123 AIRCRAFT AND ONE PIECE HAS BEEN TENTATIVELY IDENTIFIED AS THAT OF A C-123 JET POD. WHILE IT IS NOT POSSIBLE TO POSITIVELY IDENTIFY THE DOWNED AIRCRAFT AS THE MISSING C-123/ST-1, THERE HAVE BEEN NO REPORTS OF ANY RECENT PLANE CRASHES IN THE AREA OF THE CRASH SITE. THE CRASH SITE IS APPROXIMATELY TWO KMS SOUTH OF THE EXPECTED FLIGHT PATH OF THE MISSING C-123.

D. WEATHER:

WEATHER IN CRASH SITE HAS BEEN AND CONTINUES TO BE BROKEN, VARIABLE 3000 TO 9000 FEET WITH SCATTERED TO BROKEN CLOUDS AT 4000 TO 7000 FEET. WEATHER AS OF 0800 (L) 14 JANUARY REPORTED TO BE SCATTERED AT 2500 AND 4000 FEET; OVER CAST AT 9000 FEET. MOUNTAIN TOPS CONTINUE TO BE CLOUD COVERED. WEATHER FORECAST UNTIL 1600 (L) 14 JANUARY IS 4000 FEET SCATTERED, OVERCAST AT 10000 FEET WITH RAIN.

) SECRET)

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PLENTIFUL BECAUSE OF SEASONAL MONSOONS, WHICH ALSO ACCOUNTS FOR LOW CEILINGS AND DAILY RAINFALL. MOVEMENT IN THE AREA IS DIFFICULT EXCEPT ON ESTABLISHED TRAILS (NONE WERE OBSERVED) AND ALONG THE RIVER VALLEYS. THE LIKELY AVENUES OF APPROACH TO THE CRASH SITE WOULD BE FROM AN ESTABLISHED TRAIL NETWORK ALONG RIDGELINES (AGAIN, NONE NOTED) OR ALONG MORE GRADUALLY DECLINING FINGERS. THE NEAREST THE VALLEY OF THE SONG CAU RIVER COMES TO THE CRASH SITE IS THREE KMS (WITH THE SITE BEING DUE EASTWARD), WHERE THE RIVER SWINGS IN A WESTWARD ARC BEFORE CONTINUING ITS EASTWARD DIRECTION ABOUT 12 KMS SOUTH OF THE SITE.

B. SECURITY ASSESSMENT:

ENEMY UNITS IN THE AREA INCLUDE THE VC KHAN SON DISTRICT UNIT WITH A REPORTED STRENGTH OF 23 MEN. SECTOR ESTIMATES A FORCE OF 250 LOCAL VILLAGE GUERRILLAS IN CAM LAN DISTRICT, HOWEVER, ONLY 50 OF THEM ARE BELIEVED TO BE ARMED. THE ONLY PROVINCE MAIN FORCE UNIT IN THE AREA IS THE 407TH SAPPER BATTALION WITH 305 MEN. THE 407TH'S BASE AREA IS LOCATED APPROXIMATELY 12 KMS SE OF THE CRASH SITE (BP 8132) AND THEIR AREA OF OPERATION IS THE CAM RANH BAY AREA. THE DISTANCE BETWEEN THE SITE AND THEIR BASE AREA WOULD PRECLUDE ANY IMMEDIATE REACTION TO AN INCURSION INTO THE SITE.

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THE FINAL IMPACT ZONE, THE BASE OF A FINGER WHICH RISES TO AN APPROXIMATE ALTITUDE OF 3,750 FEET, COMPRISES A SMALL CIRCULAR AREA ABOUT 40 FEET IN DIAMETER. THERE IS A LARGE ROCK NEARLY IN THE MIDDLE OF THE IMPACT ZONE. THE SOUTH SIDE OF THE IMPACT ZONE ALSO HAS SEVERAL TREES WHICH HAVE BEEN BROKEN OFF, LEAVING TRUNKS OF SOME 20 FEET IN HEIGHT REMAINING. (A PENETRATION ENTRY FROM THE AIR WOULD HAVE TO BE ON THE LOWEST PART ((SOUTHWEST)) OF THE IMPACT ZONE SINCE THAT WOULD LEAVE MORE ROOM FOR A HELICOPTER TO MANEUVER AND HELP ENSURE THAT ANYONE BEING LOWERED INTO THE AREA WOULD NOT HIT THE LARGE ROCKS IN THE ZONE OR THE BROKEN TREES.)

TERRAIN ANALYSIS OF SITE AREA: THE AREA SURROUNDING THE CRASH SITE IS THICKLY WOODED, TRIPLE-CANOPIED JUNGLE. THE PRIMARY GROWTH CONSISTS OF 100-150 FOOT TREES WHILE THE SECONDARY GROWTH IS 50-100 FOOT TREES, WITH THICK UNDERBRUSH COVERING THE GROUND. THE DOMINANT TERRAIN FEATURE IS HON BA MOUNTAIN LOCATED AT BP 768388, APPROXIMATELY 4.5 KILOMETERS (CMS) SOUTH OF THE REPORTED CRASH SITE. THE CRASH SITE IS LOCATED APPROXIMATELY ONE KM NORTH OF HILL 1084 IN A DEPRESSION FLANKED BY TWO FINGERS. THESE FINGERS SHARPLY DROP TO A RIVER VALLEY BELOW. THE AREA IS CATEGORIZED BY EXTREMELY STEEP SLOPES, NUMEROUS WATERFALL AND NARROW MOUNTAIN VALLEYS. WATER IS

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S E C R E T 231236Z JAN 75

03/0825Z

FROM SAIGON

TO: IMMEDIATE WASHINGTON

INITIAL REPORT OF MISSING AIRCRAFT

1. C123K 54-0625 (ST-1) CHINA AIRLINES

2. MISSING

3. 03/0825Z TIME OF OCCURRENCE

4. UNKNOWN LOCATION

5. A40B CUSTOMER, CARGO AIRLIFT FROM DALAT (V-08) MISSION/SPONSORIN UNI
TO NY TRANG (V-07)

6. PIC S.S. LIN JS F/O C.N. JEN CREW AND PASSENGERS
F/M Y. C. SUNG
PASSENGERS: JAMES RAWLINGS ASSIGNED NHA TRANG AS ~~LOGISTICS~~ SUPPLY OFFICER. ONE NHA TRANG FILIPINO EMPLOYEE AND UNDISCLOSED NUMBER OF VIETNAMESE.

7. UNKNOWN PROBABLE CAUSE OF ACCIDENT

8. WEATHER AT DALAT UNKNOWN, NHA TRANG WEATHER REPORTED AS 3/8 AT 2000 FT, 4/8 AT 3000 FT, 6/8 AT 7000 FT, LIGHT RAIN VISIBILITY 4

S E C R E T

C06117123

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TO 5 MILES. AT 0925Z AN AIR AMERICA CHOPPER PICKED UP AN EMERGENCY BEEPER BETWEEN NHA TRANG (V-08) AND PHAN THIET (V-11). VNAF AND AIR AMERICA AIRBORNE ON SEARCH FROM NHA TRANG AT 0930Z. GENERAL CARGO ON BOARD, NO CLASSIFIED CARGO. AIRCRAFT RECORDS DO NOT INDICATE THAT AIRCRAFT HAS EMERGENCY BEEPER INSTALLED. ROUTE OF FLIGHT REPORTED AS SECURE AREA.

C06117123

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5. SEARCH AND RESCUE

1. WERE ABLE CONDUCT SUCCESSFUL SEARCH MISSION AFTERNOON OF 19 JAN. COVERED ALL HIGH GROUND, RIDGES, AND MT TOPS ALONG PROBABLE FLIGHT PATH OF ST/1 WHICH NOT COVERED IN PREVIOUS SEARCH MISSIONS.

2. GIVEN TERRAIN WE SEARCHING COULD NEVER SAY HAVE COVERED EVERY POSSIBILITY, BUT SINCE WE HAVE COVERED ALL OBVIOUS AREAS AND DO HAVE A PROBABLE CRASH SITE TO INVESTIGATE PLAN CALL OFF ANY FURTHER SEARCH MISSIONS. HAVE THEREFORE RELEASED STANDBY CHOPPER FOR TOMORROW, 20 JAN.

OTHER

AIRCRAFT USED IN RECOVERY AND SAR:

VOLPAR	3 HOURS
VOLPAR	PLUS 45
HELICOPTER (RECOVERY)	2 HOURS
HELICOPTER (SEARCH)	2 HOURS PLUS 45
TOTAL	8 HOURS PLUS 30

C06117123

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3. [redacted] HAS PREPARED COMPLETE REPORT AND WILL HAND CARRY TO JCRC HQS IN THAILAND ON TUESDAY, 22 JAN. HE WILL ALSO HAVE WITH HIM ADDITIONAL PHOTOS OF CRASH SITE HE TOOK AND COLOR SLIDES TAKEN BY CHOPPER CREW.

4. AT THIS POINT [redacted] ESTIMATES WE WILL NEED GVN SUPPORT OF THREE/FOUR CHOPPERS TO LIFT IN ONE COMPANY OF MEN TO SECURE THE AREA, PLUS TWO GUNSHIPS FOR FIRE SUPPORT. [redacted] AND BASE WILL BRIEF CONGEN [redacted] ON THESE NEEDS ALONG WITH FULL REPORT, WHEN LATTER RETURNS TO NHA TRANG TOMORROW, 20 JAN.

C06117124

(b)(6)

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APPROVED FOR RELEASE DATE: 09-Dec-2013

WB-73-3870

September 24, 1973

[redacted]
Assistant Deputy Commissioner
Employment Standards Administration
U.S. Department of Labor
1833 Kalakaua Ave.
Room 610
Honolulu, Hawaii 96815

Re: James H. Ackley - Captured: 3/7/73
Howard H. Boyles, Jr. - Captured: 2/9/73
Jack W. Cavill - Captured: 2/9/73
Clarence N. Driver - Captured: 3/7/73

Dear [redacted]:

In response to your inquiry of August 27, 1973, we regret to inform you that there have been no new developments with regard to the missing status of the following employees:

James H. Ackley
Howard H. Boyles, Jr.
Jack W. Cavill
Clarence N. Driver

We shall advise you promptly of any change in the situation.

Very truly yours,

AIR AMERICA, INC.

[redacted]
Vice President - Law

bcc: DIRA-OSG BKK
File Ackley, Boyales,
Cavill & Driver

HPB/lc

C06117125

(b)(6)

APPROVED FOR RELEASE DATE: 09-Dec-2013

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE ACCOUNTING AND FINANCE CENTER
3800 YORK STREET
DENVER, COLORADO 80205

21 AUG 1975

REPLY TO ATTN OF: RPTT

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SUBJECT: Employment - DRIVER, Clarence N. [redacted]

TO: [redacted]
Air America Inc.
1725 K. St NW
Washington DC 20006

Dear [redacted]

Determination is required as to the exact status of Major Clarence N. Driver, USAF (Ret), SSN [redacted] while employed by your company.

Please verify date Major Driver became Missing In Action, and if at that time his employment with your agency made him a civilian officer or employee of a department of the Federal Government.

Your cooperation in this matter is appreciated.

Sincerely

[redacted]

[redacted]
Deputy Director of Reserve
and Retired Pay Operations

C06117126

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(b)(6)

AIR ASIA COMPANY LIMITED

亞洲航空股份有限公司

108 Chung Shan Road North
Section 2, Taipei, Taiwan

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22 October 1969

Dear Mr. C. N. Driver

This is to advise you that Air America, Inc. has assumed the obligations of your employment with Air Asia Company Limited (and its predecessor companies) and hence forth shall be deemed for all purposes your employer. The terms of your employment remain unchanged.

Please acknowledge receipt of this letter and your approval of its terms by signing the attached copy and returning it to this office at your earliest convenience.

Sincerely yours,

[redacted]

Director of Personnel

Acknowledged and approved
this 11 day of NOV, 1969:

Clarence N. Driver

CS-43

C06117127

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(b)(6)

JAN. 70'

FIRST OFFICER MONTHLY TAKE OFF AND LANDING RECORD

DATE	A/C NO.	CAPTAIN	TAKE OFF'S
2 JAN 70	556	[redacted]	3
3 "	556	"	4
4 "	576	"	3

DATE	A/C NO.	CAPTAIN	LANDING'S	TYPE OF APPROACH
5	576	SMITH W.P.	3	VFR
6	293	[redacted]	3	"
8	293	[redacted]	2	4

Signed: DRIVER, CN
First Officer

Date: 14 JAN. '70

It is the First Officer's responsibility to complete this record and return it to his respective AMFD the last day of each month.

C06117129

(b)(6)

INTER-OFFICE R JTING SLIP

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REFERENCE NUMBER OR IDENTIFICATION OF THE ATTACHED

TO

ACTION

- For your information
- Initial and pass on
- For your comments
- Please handle
- Take up with me
- For your approval
- For your decision
- Investigate and report
- Bring up to date
- Draft reply
- For your file
- Note and destroy
- Please return to

REMARKS

DOCUMENTATION SHEET AND EXAM RESULTS WILL BE AVAILABLE MONDAY.

From

Date

FORM 5270210(SEP68)

(TURN OVER FOR ADDITIONAL SPACE)

C06117130
MFD

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C-63
File
Pouch

(b)(6)

September 8, 1970

Mr. Clarence N. Driver
Air America, Inc.
Vientiane, Laos

Dear Mr Driver:

This is to sincerely thank you for the fine support you have given to the Joint Alert and Notification Office in the performance of your JANO duties.

Your excellent performance in assuming these additional duties has enabled your Sector to function as an adequate and reliable element in the JANO system. Your willingness to undertake additional responsibility outside of your normally assigned duties has been greatly appreciated by your fellow Americans and the U.S. Mission as a whole.

Thank you for a job well done.

Sincerely yours,

[redacted]
Joint Alert and Notification Officer

DIST. JANO
MGT
AA/PERS
AA/Security
AA/Base Manager
C&R-3

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August 20, 1970

Mr Clarence Driver, Air America, Inc.
AA Block Warden, Sector VII, Block B

The Ambassador

Duty Assignment - Joint Alert and Notification Plan (JANO)

Your company has nominated you to serve as a Block Warden in our JANO system. I appreciate your undertaking this assignment.

As you know, I am responsible for the safety and welfare of all United States' citizens in Laos, including, if necessary, their evacuation when circumstances dictate such action. Because of this, it is imperative that we have a workable notification system, one that assures the prompt relay of instructions to all individuals concerned. Your role is a vital one in this important system.

As soon as possible, you should contact [redacted] Assistant JANO, in USAID building 100, telephone 2107. He will brief you on your JANO duties and give you the written material you will need to carry out your Block Warden's responsibilities.

Again, thank you for undertaking this assignment.

Dist.: JANO
MOT
EME/Admin
SMB
Sector Chief
AA/Security
✓AA/Base Manager
C&R-3

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C06117132

(b)(6)

PERSONAL INFORMATION

REF.:

REC'D WAS DEC 31 1965

PIN RECENT PHOTO HERE

NAME Driver, Clarence N. (LAST, FIRST, MIDDLE) ☒ MALE ☐ FEMALE

PHONE NUMBER AX 4-1901 SOCIAL SECURITY NUMBER

PRESENT ADDRESS (STREET) Los Angeles, Calif. (CITY, STATE)

PERMANENT ADDRESS Los Angeles, California

DATE OF BIRTH (MONTH, DAY, YEAR) March 7, 1922

PLACE OF BIRTH (CITY, COUNTRY) Phoenix, Arizona

MARITAL STATUS: ☐ SINGLE ☒ MARRIED ☐ ENGAGED ☐ WIDOWED ☐ DIVORCED ☐ SEPARATED

WEIGHT 190 COLOR OF HAIR Brn. COMPLEXION fair

HEIGHT 5'8" COLOR OF EYES Brn. DESCRIBE ANY SPECIAL OR OUTSTANDING CHARACTERISTICS OR IDENTIFYING MARKS. none

PASSPORT PARTICULARS: ISSUING AUTHORITY / PLACE OF ISSUE / PASSPORT NO. — DATE OF ISSUE / KIND OF PASSPORT / VALIDITY PERIOD

CITIZEN OF U.S.A. YES ☒ NO ☐

NATURALIZED: DATE / PLACE

NATIONALITY:

HAS YOUR PASSPORT EVER BEEN CANCELLED? ☐ YES ☒ NO. IF ANSWER IS "YES" GIVE FULL DETAILS:

EDUCATION	NAME AND LOCATION OF SCHOOL	DATES ATTENDED	GRADUATE DEGREES	MAJOR SUBJECTS
HIGH SCHOOL	David Starr Jordan, Los Angeles	1934-1940	graduated	college prep. course
COLLEGE	Los Angeles City College, Los Angeles	1940-1942	none	math.
TRADE, BUSINESS OR CORRESPONDENCE SCHOOL, OTHER WITH DATES	attended numerous military schools			

SUBJECTS OF SPECIAL STUDY OR RESEARCH WORK

VOCATIONAL QUALIFICATIONS LICENSE, CERTIFICATE, ETC. Air Transport Rating

WHAT FOREIGN LANGUAGES DO YOU SPEAK FLUENTLY? none READ WRITE

U.S. MILITARY SERVICE (BRANCH) U.S.A.F. FROM: Sept. 1942 TO: Aug. 1964 TYPE OF DISCHARGE: retired RANK: Major PRESENT MEMBERSHIP IN NATIONAL GUARD OR RESERVES SERIAL NUMBER (MANDATORY): AO 15210339

ACTIVITIES OTHER THAN RELIGIOUS (CIVIC, ATHLETIC, FRATERNAL, ETC.) none

PREVIOUS ADDRESSES DURING PAST TEN YEARS

DATES FROM	DATES TO	STREET	CITY/STATE	COUNTRY
1954	1960		Riverside, Calif.	U.S.A.
1960	1962		Tacoma, Wash.	U.S.A.
1962	1964		Mather A.F.B., Calif.	U.S.A.
1964	present		Los Angeles, Calif.	U.S.A.

SPOUSE (INCLUDE FIANCE AND PRIOR MARRIAGES) – CHILDREN

NAME	DATE OF BIRTH	PRESENT ADDRESS	OCCUPATION
Allene L. Driver			Housewife
		(same)	none
		(same)	none

(CONTINUED ON OTHER SIDE)

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C06117132 Start with present position and work back to the first position which you held. Account for any periods of unemployment. USE SHEET IF NECESSARY.

A. DATES OF EMPLOYMENT (MONTH, YEAR) FROM: Aug., 1964 TO PRESENT TIME: to present

EXACT TITLE OF YOUR POSITION: Chief Pilot

SALARY OR EARNINGS: STARTING $6,500.00 PER YR. FINAL $10,000.00 PER YR.

NAME AND ADDRESS OF EMPLOYMENT: Ray Charles Enterprises, 2107 West Washington Bl., Los Angeles, Calif. 90018

NAME AND TITLE OF IMMEDIATE SUPERVISOR: , Executive Vice-Pres.

DUTIES PERFORMED BY YOU: Fly a Martin 404 and a Cessna 310 throughout U.S.A., Canada, Mexico;

REASON FOR CHANGING EMPLOYMENT: Desire more challenging position

B. DATES OF EMPLOYMENT (MONTH, YEAR) FROM: Sept. 1962 TO: Aug. 1964

EXACT TITLE OF YOUR POSITION: KC 135, USAF Instructor Pilot

SALARY OR EARNINGS: STARTING $ PER YR. FINAL $ PER YR.

NAME AND ADDRESS OF EMPLOYMENT: (see resume for military duties over twenty year period)

NAME AND TITLE OF IMMEDIATE SUPERVISOR:

DUTIES PERFORMED BY YOU: pilot

REASON FOR CHANGING EMPLOYMENT: retired

C. DATES OF EMPLOYMENT (MONTH, YEAR) FROM: TO:

EXACT TITLE OF YOUR POSITION:

SALARY OR EARNINGS: STARTING $ PER YR. FINAL $ PER YR.

NAME AND ADDRESS OF EMPLOYMENT:

NAME AND TITLE OF IMMEDIATE SUPERVISOR:

DUTIES PERFORMED BY YOU:

REASON FOR CHANGING EMPLOYMENT:

HAVE YOU EVER BEEN DISCHARGED OR FORCED TO RESIGN FOR MISCONDUCT OR UNSATISFACTORY SERVICE FROM ANY POSITION? NO ☒ YES ☐
IF ANSWER IS "YES" GIVE FULL DETAILS.

HAVE YOU NOW OR EVER HAD ANY PHYSICAL OR MENTAL DEFECTS OR DISABILITIES WHATSOEVER? NO ☒ YES ☐
GIVE FULL DETAILS:

HAVE YOU EVER BEEN ARRESTED OR DETAINED BY ANY POLICE OR MILITARY AUTHORITY? IF SO NAME THE ARRESTING AUTHORITY GIVE TIME, PLACE AND REASON FOR SUCH ARREST OR DETENTION, AND THE DISPOSITION OR COURT ACTION. NO ☐ YES ☒

JOB APPLIED FOR: pilot

MINIMUM ACCEPTABLE SALARY $ company scale PER YR.

REFERENCES. LIST FIVE PERSONS, NOT RELATED TO YOU BY BLOOD OR MARRIAGE, WHO ARE PARTICULARLY QUALIFIED TO SUPPLY DEFINITE INFORMATION REGARDING YOUR CHARACTER AND ABILITY. DO NOT GIVE NAMES OF SUPERVISORS LISTED ABOVE.

NAME	ADDRESS	OCCUPATION
		Tech. Writer
		Chief Appraiser
		Sg C.O. S.A.C.
	Mayther AFB, Calif.	Wg. C.O. S.A.C.
		Pilot, Air Asia

FATHER'S NAME: William N. Driver — DATE OF BIRTH: Sept. 24, 1896 — PLACE OF BIRTH (CITY, COUNTRY): Atlanta, Georgia

PRESENT ADDRESS: deceased — PRESENT OCCUPATION:

NATIONALITY AT BIRTH: American — PRESENT NATIONALITY:

MOTHER'S FULL NAME: — DATE OF BIRTH: Nov. 6, 1901 — PLACE OF BIRTH (CITY, COUNTRY): Greenville, S. Carolina

PRESENT OCCUPATION: none

NATIONALITY AT BIRTH: American — PRESENT NATIONALITY: same

IN CASE OF EMERGENCY NOTIFY: Mrs. Allene L. Driver, NAME — ADDRESS — , L.A., PHONE NO. AX 4-191

IF THE ABOVE SPACE IS NOT SUFFICIENT USE CONTINUATION SHEET.

I authorize investigation of all statements contained in this application. I understand that misrepresentation or omission of facts called for is cause for dismissal.

12-15-65 DATE — Charles H. [illegible] SIGNATURE

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APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117133

AREA FAMILIARIZATION TRAINING RECORD

(b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

NAME	CREW POSITION	BASE	AIRCRAFT TYPE	AIRCRAFT NUMBER	DATE
DRIVER, C.N.	SIC	VOI	VTB	N9956Z	4 OCT 19 71

GRADING LEGEND: [S] Completed to Standard. [I] Incomplete. [+] Not applicable or not accomplished.

	I	S
1. MAPS		X
2. WEIGHT & LOADING		X
3. FIC BRIEFING		X
4. FLIGHT PLAN		X
5. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
6. ENGINE STARTING	X	
7. TAXIING	X	
8. USE OF BRAKES	X	
9. ENGINE RUN UP	X	
10. USE OF CHECK LIST		X
11. CREW BRIEFING & TAKEOFF DATA		X
12. AREA DEPARTURES	X	
13. CHECK OF INSTRUMENTS	X	
14. INSTRUMENT AIRWORK	X	
15. RADIO TUNING AND ORIENTATIONS		X
16. RADIO NAVIGATION		X
17. D.R. NAVIGATION		X
18. LOW & HIGH RECONNAISSANCE	—	—
19. AREA ARRIVALS	X	
20. AIR DROPS : (FREE FALL)	—	—
(CHUTES)	—	—

	I
21. COMMUNICATION PROCEDURES	X
22. INSTRUMENT APPROACHES ( )	—
23. KNOWLEDGE OF:	
A. ENROUTE AND AREA HAZARDS	
B. EMERGENCY FACILITIES	
C. MINIMUM ENROUTE ALTITUDES	
D. SURVIVAL PROCEDURES	
E. SURVIVAL EQUIPMENT	X
F. LOST PROCEDURES	X
G. COMMUNICATIONS FACILITIES	X
H. COMMUNICATIONS CODES	—
I. AIRCRAFT PERFORMANCE CHARTS	
24. CREW COORDINATION	
25. GENERAL AIRMANSHIP	
26. JUDGEMENT	
27. SMOOTHNESS & COORDINATION	—
28. ADHERENCE TO SOP	
29. CUSTOMER RELATIONS	
30.	
31.	
32.	
33. TPE-331 START PROCEDURES (PC-6 & VTB)	—

T/O's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTAL
SITES	I	S	I	S	I	S	I	S	I	S	

LDG's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTA
SITES	I	S	I	S	I	S	I	S	I	S	

REMARKS: FLIGHT AS OBSERVER - V07-V08-V07 -

AREA TRNG. & FAM.	PREV.	TODAY	TOTA
BLK. TIME AT CONTROLS	11:04	0:06	11:0
BLK. TIME AS OBSERVER	19:54	1:05	20:5

ACK. [signature]

INSTRUCTOR CHECK AIRMAN

DATE [illegible] 19 71

MFD (REVIEW AND POSTING) DATE

APPROVED FOR RELEASE DATE: 19

FILE, VIA MFD; 2 MFSD RECORDS; 3 DFD, VIA MFSD

09 Dec 70 31 JAN 6

C06117134

AREA FAMILIARIZATION TRAINING RECORD

b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

NAME	CREW POSITION	BASE	AIRCRAFT TYPE	AIRCRAFT NUMBER	DATE
C. DRIVER	TP.C AE	V03	VTB	746	23 SEP 1971

GRADING LEGEND: [S] Completed to Standard. [I] Incomplete. [+] Not applicable or not accomplished.

	I	S
1. MAPS		X
2. WEIGHT & LOADING		X
3. FIC BRIEFING	—	—
4. FLIGHT PLAN		X
5. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
6. ENGINE STARTING		X
7. TAXIING		X
8. USE OF BRAKES	X	
9. ENGINE RUN UP	X	
10. USE OF CHECK LIST		X
11 CREW BRIEFING & TAKEOFF DATA		X
12. AREA DEPARTURES	X	
13. CHECK OF INSTRUMENTS	X	
14. INSTRUMENT AIRWORK	—	—
15. RADIO TUNING AND ORIENTATIONS	—	—
16. RADIO NAVIGATION		X
17. D.R. NAVIGATION		X
18. LOW & HIGH RECONNAISSANCE NA	—	—
19. AREA ARRIVALS	X	
20. AIR DROPS : (FREE FALL) NA	—	—
(CHUTES) NA	—	—

	I	S
21. COMMUNICATION PROCEDURES		X
22. INSTRUMENT APPROACHES ( )	—	—
23. KNOWLEDGE OF:		
A. ENROUTE AND AREA HAZARDS	—	—
B. EMERGENCY FACILITIES	—	—
C. MINIMUM ENROUTE ALTITUDES		X
D. SURVIVAL PROCEDURES	—	—
E. SURVIVAL EQUIPMENT	—	—
F. LOST PROCEDURES	—	—
G. COMMUNICATIONS FACILITIES		X
H. COMMUNICATIONS CODES		X
I. AIRCRAFT PERFORMANCE CHARTS	—	—
24. CREW COORDINATION		X
25. GENERAL AIRMANSHIP	—	—
26. JUDGEMENT	—	—
27. SMOOTHNESS & COORDINATION		X
28. ADHERENCE TO SOP	X	
29. CUSTOMER RELATIONS		X
30.		
31.		
32.		
33. TPE-331 START PROCEDURES (PC-6 & VTB)		X

T/O's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTAL
SITES	I	S	I	S	I	S	I	S	I	S	
V03		X									
V 2		X									
V03			—	—							
V33				X							
V03			—	—							
V40	-			X							
V33				X							
V40											
V03				X							
V78				X							

LDG's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTAL
SITES	I	S	I	S	I	S	I	S	I	S	
V40		X									
V03		X									
V33			—	—							
V03			X								
V40				X							
V33			X								
V03			—	—							
V40			X								
V03				X							
V03			X								

REMARKS:

AREA TRNG. & FAM.	PREV.	TODAY	TOTAL
BLK. TIME AT CONTROLS	5 :58	3 :14	11 :52
BLK. TIME AS OBSERVER	7 :54	2 :00	14 :54
TIME CHARGED TO (Total)		:	30 :5

Acknowledged:

27 Sept. 1971 INSTRUCTOR CHECK AIRMAN

DATE 27 Sept 1971 MFD (REVIEW AND POSTING) DATE

DISTRIBUTION: ORIGINAL TO FILE, VIA MFD; 2 MFSD RECORDS; 3 DFD, VIA MFSD

APPROVED FOR RELEASE DATE: 09-Dec-2013

OF 337 1 JAN 69

C06117135

AREA FAM...ARIZATION TRAIN...G RECORD (b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

NAME	CREW POSITION	BASE	AIRCRAFT TYPE	AIRCRAFT NUMBER	DATE
C. DRIVER	PIC	SAN	VTB	205	29 SEPT 19 71

GRADING LEGEND: [S] Completed to Standard. [I] Incomplete. [—] Not applicable or not accomplished.

	I	S
1. MAPS		X
2. WEIGHT & LOADING		X
3. FIC BRIEFING		X
4. FLIGHT PLAN		X
5. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
6. ENGINE STARTING	—	—
7. TAXIING	—	—
8. USE OF BRAKES	—	—
9. ENGINE RUN UP	—	—
10. USE OF CHECK LIST	—	—
11 CREW BRIEFING & TAKEOFF DATA	—	—
12. AREA DEPARTURES	—	—
13. CHECK OF INSTRUMENTS	—	—
14. INSTRUMENT AIRWORK	—	—
15. RADIO TUNING AND ORIENTATIONS	—	—
16. RADIO NAVIGATION	—	—
17. D.R. NAVIGATION		X
18. LOW & HIGH RECONNAISSANCE NA	—	—
19. AREA ARRIVALS E	—	—
20. AIR DROPS : (FREE FALL) NA	—	—
(CHUTES) NA	—	—

	I	S
21. COMMUNICATION PROCEDURES		X
22. INSTRUMENT APPROACHES ( )	—	—
23. KNOWLEDGE OF:		
A. ENROUTE AND AREA HAZARDS	—	—
B. EMERGENCY FACILITIES	—	—
C. MINIMUM ENROUTE ALTITUDES	—	—
D. SURVIVAL PROCEDURES	—	—
E. SURVIVAL EQUIPMENT	—	—
F. LOST PROCEDURES	—	—
G. COMMUNICATIONS FACILITIES	—	—
H. COMMUNICATIONS CODES	—	—
I. AIRCRAFT PERFORMANCE CHARTS	—	—
24. CREW COORDINATION		X
25. GENERAL AIRMANSHIP	—	—
26. JUDGEMENT	—	—
27. SMOOTHNESS & COORDINATION	—	—
28. ADHERENCE TO SOP	—	—
29. CUSTOMER RELATIONS		X
30.		
31.		
32.		
33. TPE-331 START PROCEDURES (PC-6 & VTB)		

T/O's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTAL
SITES	I	S	I	S	I	S	I	S	I	S	

LDG's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTAL
SITES	I	S	I	S	I	S	I	S	I	S	

REMARKS: OBSERVED LINE OPERATION OUT OF VCB. DEMONSTRATIONS ONLY No LANDINGS RTC.A AREA FAM. ONLY WITH CAPT TOWNBRIDGE

	PREV.	TODAY	TOTAL
AREA TRNG. & FAM.			
BLK. TIME AT CONTROLS	5:50	:	5:5
BLK. TIME AS OBSERVER	14:05	5:46	19:5
TIME CHARGED TO T. to L	20:55	:	26:4

Acknowledged:

(b)(6)

27 Sept. 1971

INSTRUCTOR CHECK AIRMAN

DATE 29 Sept 19 71 | MFD (REVIEW AND POSTING) | DATE

APPROVED FOR RELEASE DATE: 09-Dec-2015

...ILE, VIA MFD; 2 MFSD RECORDS; 3 DFD, VIA MFSD

OPNAV 1 JAN 69

C06117136
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(b)(6)

Los Angeles, Calif.
December 23, 1965

REC'D WAS DEC 31 1965

AIR AMERICAN CO. LTD.
815 Connecticut Ave. N.W.
Washington D.C. 20006

Dear

I have been looking sometime for a more challenging position, that could better utilize my abilities in flying, instruction, maintenance, and operation.

I am not just looking for an ordinary job, but for a position that has a challenge; a position where I can benefit my Country, and company. I am hoping to find a position that could be, if warranted, a stepping sone towards bettering myself with the company.

After the interview, I am confident that I fulfill the requirements and pre-requisites for the position of pilot with your organization.

Attached to cover letter please find:

1. Personal Information
2. Supplementary Flight,Crew Information
3. Resume
4. Breakdown of Flying time, Aircraft, etc.

Thank you very much for considering this material.

Sincerely,

Clarence N. Driver
CHIEF PILOT,
RAY CHARLES ENTERPRISES

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117136

PERSONAL INFORMATION

REF.: 7

8- 2/16/66

REC'D WAS DEC 31 1965

PIN RECENT PHOTO HERE

NAME Driver, Clarence N. (LAST, FIRST, MIDDLE) ☒ MALE ☐ FEMALE

SOCIAL SECURITY NUMBER

PHONE NUMBER AX 4-1901

PRESENT ADDRESS (STREET) , Los Angeles, Calif. (CITY, STATE)

PERMANENT ADDRESS

MARITAL STATUS: ☐ SINGLE ☒ MARRIED ☐ ENGAGED ☐ WIDOWED ☐ DIVORCED ☐ SEPARATED

DATE OF BIRTH (MONTH, DAY, YEAR): March 7, 1922

PLACE OF BIRTH (CITY, COUNTRY): Los Angeles, California

WEIGHT 190 | COLOR OF HAIR Brn. | COMPLEXION fair | DESCRIBE ANY SPECIAL OR OUTSTANDING CHARACTERISTICS OR IDENTIFYING MARKS. none

HEIGHT 5'8" | COLOR OF EYES Brn.

PASSPORT PARTICULARS: NO PASSPORT — ISSUING AUTHORITY, PLACE OF ISSUE, PASSPORT NO., DATE OF ISSUE, KIND OF PASSPORT, VALIDITY PERIOD

CITIZEN OF U.S.A. YES ☒ NO ☐ | NATURALIZED: DATE N/A PLACE | NATIONALITY: N/A | HAS YOUR PASSPORT EVER BEEN CANCELLED? ☐ YES ☒ NO. IF ANSWER IS "YES" GIVE FULL DETAILS:

EDUCATION

	NAME AND LOCATION OF SCHOOL	DATES ATTENDED	GRADUATE DEGREES	MAJOR SUBJECTS
HIGH SCHOOL	David Starr Jordan, Los Angeles	1934-1940	graduated	college prep. course
COLLEGE	Los Angeles City College, Los Angeles	1940-1942	none	math.
TRADE, BUSINESS OR CORRESPONDENCE SCHOOL, OTHER WITH DATES	attended numerous military schools - SEE RESUME			

SUBJECTS OF SPECIAL STUDY OR RESEARCH WORK

VOCATIONAL QUALIFICATIONS LICENSE, CERTIFICATE, ETC. Air Transport Rating

WHAT FOREIGN LANGUAGES DO YOU SPEAK FLUENTLY? none READ NONE WRITE NONE

U.S. MILITARY SERVICE (BRANCH) U.S.A.F. FROM: Sept. 1942 TO: Aug. 1964 TYPE OF DISCHARGE: retired RANK: Major

PRESENT MEMBERSHIP IN NATIONAL GUARD OR RESERVES NO

SERIAL NUMBER (MANDATORY): AO 15210339

ACTIVITIES OTHER THAN RELIGIOUS (CIVIC, ATHLETIC, FRATERNAL, ETC.) none

PREVIOUS ADDRESSES DURING PAST TEN YEARS

DATES FROM	DATES TO	STREET	CITY/STATE	COUNTRY
1954	1960		Riverside, Calif.	U.S.A.
1960	1962		Tacoma, Wash.	U.S.A.
1962	1964		Mather A.F.B., Calif.	U.S.A.
1964	present		Los Angeles, Calif.	U.S.A.

SPOUSE (INCLUDE FIANCE AND PRIOR MARRIAGES) – CHILDREN

NAME	DATE OF BIRTH	PRESENT ADDRESS	OCCUPATION
Allene L. Driver		L.A.	Housewife
		(same)	none
		(same)	none

(CONTINUED ON OTHER SIDE)

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SUPPLEMENTARY PERSONAL INFORMATION
FLIGHT CREW

Name: Clarence N. Driver

I. Narrative Description of Experience (Military Flying Experience, Airline Experience, Far East Experience.)

(see resume)

II. Equipment Types and Flying Times (Please list type by specific model of aircraft flown.)

A. MILITARY FLIGHT TIME

(1) Branch of Service (see resume)

(2) Flight Time

Pilot	Co-Pilot	Other	Type of Aircraft
			Single Eng Prop
			Twin Eng Prop
			Single Eng Jet
			4 Eng Prop
			Multi-Eng Jet
			Turbo-prop
			SEA Plane
			Litte H'cptr P
			Med/Hvy H'cptr P
			Turbin H'cptr

Total Military Flight Times

(3) Pilot ..... Co-Pilot .....

(4) Total Night Time .....

(5) Total Instrument Time:

..... (Actual) ..... (Simulated)

(6) Time within the Last Six Months: .....

B. ~~AIRLINE~~ EXPERIENCE Corp.

(1) Name of ~~Airline~~(s) and Position Held

Chief Pilot Ray Charles

(2) Flight Time

Pilot	Co-Pilot	Other	Type of Aircraft
250:00	75:00	—	MARTIN 404
96:00	—	—	CESSNA 310
			Single Eng Prop
			Twin Eng Prop
			Single Eng Jet
			4 Eng Prop
			Multi-Eng Jet
			Turbo-prop
			SEA Plane
			Litte H'cptr P
			Med/Hvy H'cptr P
			Turbin H'cptr

Total Airline Flight Times

(3) Pilot 346:00 Co-Pilot 75:00

(4) Total Night Time 210:00

(5) Total Instrument Time:

61:00 (Actual) 5:00 (Simulated)

(6) Time within the Last Six Months: 106:45

III. USFAA AVIATION LICENSES & RATINGS

	Type	Number	Ratings
(1)	ATR	477924	Martin 202/404 multi-engine land
(2)	Commercial	"	single & Multi engine land
(3)	Instrument	"	

IV. FOREIGN AVIATION LICENSES & RATINGS

	Country	Type	Number	Ratings
(1)	NONE			
(2)		Boeing 707/720		
(3)				

V. Resume of any specialized flying experience, such as agricultural spray pilot, test pilot, etc., giving type of aircraft used, total hours, and country(s) in which flight took place.

(see resume)

VI. Selection of an applicant may well be influenced by the type and amount of ground and flight training received. To assist in evaluating your overall qualifications it is important that you endeavor to submit documentary evidence. In a thorough and detailed manner, of all training received during the past three year period. (This information may be submitted in the form of notarized statements, photostats, etc.)

VII. Are you willing to be based at any station at the discretion of the Company? Yes ☒ No ☐

I understand that misrepresentation or omission of facts requested is cause for dismissal.

Clarence N. Driver
Signature

December 16, 1965
Date

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C06117136
APPROVED FOR RELEASE DATE: 09-Dec-2013

CLARENCE N. DRIVER

Home Address: [redacted] Los Angeles, Calif. Phone: AX 4-1901
Bus. Address: 2107 W. Washington Blvd., Los Angeles, Calif.
Phone: RE 2-0171

... Broad background and experience in all phases of Military Flying/ Operations/Management/Maintenance/Electronics/Special Services.

... Wide experience working with foreign personnel and employees... Socially astute, knowledgeable in communicating on a variety of subjects and well traveled.

... Ability to sell a program...Good speaker and writer...Versatile on presentations...Wide scope of interests.

EDUCATION:

2 years Los Angeles City College...major in Mathematics. Graduated David Starr Jordan High School S-1940; one semester Accounting, University of Washington; one semester Psychology, Tulane University; one year Electronics, Kessler AFB, Mississippi; one semester Economics, Sacramento State College; Correspondence course in Real Estate; Pilot Training (Cadets) Class 44A, Tuskegee, Alabama; B-25 Instructor School; KC-97 Upgrading School; KC-135 Instructor School; Jet Engine Investigator course, Amarillo AFB, Texas; Brooks & Budbe Aeronautical Ground School, Air Transport Rating course, Los Angeles, Calif; Air Transport Rating Flight Training, accomplished by Mr. Earl Brouse, 16 hours, Los Angeles, Calif.

PERSONAL:

Born 7 March 1921, Phoenix, Arizona. Married; a daughter (10) and a son (8). Health, excellent...passed annual Air Force physical, equal to a man of 30. Height 5'8"...Weight 189 pounds. Participate in golf, ping pong, handball, swimming, tennis, etc...Achieved top status in football, Track and boxing...Top Secret Clearance.
Permanent Address: c/o Mrs. Anna Driver, [redacted]

OBJECTIVE:

To serve as a chief pilot in a civilian enviornment. To further utilize my experience in operations, scheduling, expediting, travel and special services.

OTHER FACTS OF INTEREST:

Member of the 332nd Veterans Club, Los Angeles, Calif...Active in community affairs...Member of Calvary Baptist Church, Santa Monica, Calif... served as Military Liaison for fund drives...coached military football, track and boxing teams...flown airplanes to various parts of the world participating in static displays...proficient in many types of aircraft...licensed air pilot...learn rapidly...especially like work involving flying.

AVAILABILITY:

1 April, 1966...Earlier release possible, dependent upon employment.

EXPERIENCE: 1965 to present:

Chief Pilot, Ray Charles Enterprises. Current and qualified in Martin 404, and twin Cessna 310, owned by the company to fly the band and executives throughout USA, Canada, Mexico, Alaska and the Carribean Islands. Responsible for all maintenance, inspections, operation functions, i.e. Flight Plans, Jeppesen Charts, Maps, FAA Regs, etc., Weight and Balance, Take-off, Landing and Fuel Curve Charts.

1963 to 1965:

Responsible for administering flight and instrument checks to crews of this unit...instructor pilot, Aircraft Commander...test flight crew... responsible for inflight testing of KC-135 4 engine jet for maintenance and operational requirements, Mather AFB, Sacramento, California.

1960 to 1963:

Completed 3 months Jet School for KC-135 upgrading, Castle AFB, Calif. Reported to McCord AFB , Washington, assumed duties as first pilot and flight commander of approximately 35 to 40 persons, advising operation officer of their training, progress, effectiveness of performance, prepared schedules, checked mission planning, conducted briefings, wrote all aircraft commanders effective reports and indorsed all other crew members. Upgraded to instructor pilot and assumed duties as Director of Safety for the commanding officer. Flew test flights...special mission checking performance of aircraft in snow and ice. Ferried very important people (VIPS) to various countries.

1953 to 1960:

22nd Bomb Wing Electronic Counter Measure Officer. Co-pilot in KC-97 aircraft, upgraded to Instructor Pilot, where I was responsible for checking out new pilots as co-pilots, pilots, and instructor pilots in the KC-97. I administered pre-standboard checks, flight checks, and instrument checks to crew members in the Squadron and Wing. Recommended for standboard by Wing Commander. Officer in charge of KC-97 simulator for 15th Air Force (16 months), responsible for training crews in normal and emergency procedures...developed course syllabi, training project outlines, set up mission. Evaluated progress of students...wrote and administered examinations...instructed students by means of lectures, quizzes, discussions and demonstrations. My unit was awarded an "Outstanding" in all phases by the Inspector General Team. Maintained proficiency in the C-47 and C-45 aircraft.

1951 to 1953:

Performed duties as Electronic Counter Measures Officer and Pilot in B-50 aircraft. Flew 36 combat missions during Korean War. This was highly classified work. I was stationed in Puerto Rico, Alaska and Japan as number one Electronic Counter Measure Officer (6 on a crew). I was responsible for reviewing and accepting or refusing missions from higher headquarters, planning missions, submitting classified reports to Headquarters, Washington, D.C. Writing effective reports on the other Electronic Counter Measure Officers and assisting as operation officer. Flew General Officers to Korea, Okinawa, Guam and the Phillippines.

APPROVED FOR
RELEASE DATE:
09-Dec-2013

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1950 to 1951:

Served in Okinawa, Japan and Philippines, working mainly with indigious personnel, as Special Service Officer. Duties included (naturally flying) C-46 for Air Transport Command and instructor pilot in T-6...establishing and operating Base Exchanges, Service Clubs, Base Movies, Bas Laundry, Athletic teams, auditioning and selection of entertainment for Officers and NCO Service Clubs, Hospitals, football pageants, etc.
During this period (approximately 1 year) I was the first Negro Pilot integrated into the Air Force as a test case prior to total integration in 1949. It was quite an experience.

1946 to 1948:

Military Police Officer for the Seattle-Tacoma area...worked with city and state police and city officials reducing friction while maintaining law and order.

1945 to 1946:

Completed B-25 Instructor School...Instructor Pilot B-25 Training cadets for the 477th Bombardment Squadron.

1944 to 1945:

Enlisted reserve corp...Army Air Force Cadet...graduating 7 January, 1944 (Class 44A)...Fighter Training at Selfredge Field, Michigan...combat fighter pilot 332nd Fighter Wing, Africa and Italy, Test Flight maintenance officer, flight leader. Completed over 60 missions...shot down over Germany, became a prisoner of War until termination of hostility in Europe.

1940 to 1942:

Graduated from high school and attended 2 years of college...enlisted Army Air Corp, 12 September, 1942.

APPROVED FOR
RELEASE DATE:
09-Dec-2013

C06117136

Partial extract of military flying time.

Type Aircraft - 4 Engine

Military			Civilian designation
KC-135 Jet Tanker			Boeing 707
Instructor Pilot	633.05		
Pilot	227.10		
Co-Pilot	50.10		
Aircraft Commander	19.05		
Command	5.20	Total 934.30	
KC-97			Boeing Statacrusier
Instructor Pilot	245.00		
Pilot	595.00		
Co-Pilot	510.00	Total 1502.00	
B-50			Boeing Superfortress
Pilot	398.00		
Co-Pilot	198.00	Total 596.00	

Type Aircraft - 2 Engine

C-47			DC-3
Pilot	241.00		
Co-Pilot	243.00	Total 484.00	
C-46			C-46 Commando
Pilot	75.00		
Co-Pilot	33.00	Total 108.00	
B-25			Mitchell Bomber
Instructor Pilot	137.00		
Pilot	87.00		
Co-Pilot	11.00	Total 235.00	
C-45			Twin Beechcraft
Pilot	57.30		
Co-Pilot	47.45	Total 105.15	

Type Aircraft Single Engine

P-40
P-39
P-47
P-51
T-33 (Jet)
T-6 INSTRUCTOR PILOT
B-T 13A
Steerman Approximately 1200.00 hours

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117136

Type Aircraft Civilian

Stenson Voyager
Tripacer
Cessna 172 Approximately 95.00 hours

In the process of checking out in the following:

T-29 Conviar
U-3A Cessna 310

Total Flying Time 30 September 1963

TOTAL - 4164:45
Instructor Time - 1126:15
Actual Weather Time - 678:00

APPROVED FOR
RELEASE DATE:
09-Dec-2013

C06117137

AREA FAMILIARIZATION TRAINING RECORD

(b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

NAME	CREW POSITION	BASE	AIRCRAFT TYPE	AIRCRAFT NUMBER	DATE
C DRIVER	TCAP/AF	V07	VTB	N7770R	SEPT 19 71

GRADING LEGEND: [S] Completed to Standard. [I] Incomplete. [+] Not applicable or not accomplished.

	I	S
1. MAPS		X
2. WEIGHT & LOADING		X
3. FIC BRIEFING		X
4. FLIGHT PLAN		X
5. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
6. ENGINE STARTING		
7. TAXIING		X
8. USE OF BRAKES		X
9. ENGINE RUN UP		
10. USE OF CHECK LIST		X
11 CREW BRIEFING & TAKEOFF DATA		X
12. AREA DEPARTURES		X
13. CHECK OF INSTRUMENTS		X
14. INSTRUMENT AIRWORK		
15. RADIO TUNING AND ORIENTATIONS		X
16. RADIO NAVIGATION		X
17. D.R. NAVIGATION		X
18. LOW & HIGH RECONNAISSANCE NA		
19. AREA ARRIVALS NA		
20. AIR DROPS : (FREE FALL) NA		
(CHUTES) NA		

	I
21. COMMUNICATION PROCEDURES	
22. INSTRUMENT APPROACHES ( )	
23. KNOWLEDGE OF:	
A. ENROUTE AND AREA HAZARDS	X
B. EMERGENCY FACILITIES	
C. MINIMUM ENROUTE ALTITUDES	X
D. SURVIVAL PROCEDURES	
E. SURVIVAL EQUIPMENT	
F. LOST PROCEDURES	
G. COMMUNICATIONS FACILITIES	
H. COMMUNICATIONS CODES	
I. AIRCRAFT PERFORMANCE CHARTS	
24. CREW COORDINATION	
25. GENERAL AIRMANSHIP	
26. JUDGEMENT	
27. SMOOTHNESS & COORDINATION	
28. ADHERENCE TO SOP	
29. CUSTOMER RELATIONS	
30.	
31.	
32.	
33. TPE-331 START PROCEDURES (PC-6 & VTB)	

T/O's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTAL
SITES	I	S	I	S	I	S	I	S	I	S	
V07		X									
V [illegible]		DEM.									
V08		DEM.									
V07		X									
V11		X									
V28		X									
[illegible]											

LDG's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTA
SITES	I	S	I	S	I	S	I	S	I	S	
V260	X										
V08	DEM										
V07	X										
V11	X										
V08	X										
V07	AEM										

REMARKS: AC SPEED CONTROL POOR ON LDG.
V260 - SHOWING IMPROVEMENT IN BASICS
V07 LDG APP TO HIGH - ROTATED SLOW
V11 - LEVEL OFF HIGH - DID NOT COMPENSATE FOR X WIND UNTIL JUST PRIOR TO TOUCHDOWN
V28 - DOES NOT COORDINATE PWR REDUCTION WITH ROTATION ON LANDING

AREA TRNG. & FAM.	PREV.	TODAY	TOTA
BLK. TIME AT CONTROLS	5:50	3:00	8:5
BLK. TIME AS OBSERVER	11:31	:37	/[illegible]:0
~~TIME CHARGED TO~~ TOTAL	16:21	3:37	20:5

INSTRUCTOR CHECK AIRMAN

DATE 19 Sep 19 71

MFD (REVIEW AND POSTING) DATE

APPROVED FOR RELEASE DATE: 09-Dec-2013

DISTRIBUTION: 1 INDIV TNG FILE, VIA MFD; 2 MFSD RECORDS; 3 DFD, VIA MFSD

FAA-207 JAN 69

C06117138

AREA FAMILIARIZATION TRAINING RECORD

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

NAME	CREW POSITION	BASE	AIRCRAFT TYPE	AIRCRAFT NUMBER	DATE
C DRIVER	CAPT T/AE	VQ1 SGDN	VTB	N7700B	16 SEPT 1971

GRADING LEGEND: [S] Completed to Standard. [I] Incomplete. [+] Not applicable or not accomplished.

	I	S
1. MAPS		X
2. WEIGHT & LOADING		X
3. FIC BRIEFING		X
4. FLIGHT PLAN		
5. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
6. ENGINE STARTING		+
7. TAXIING		X
8. USE OF BRAKES		X
9. ENGINE RUN UP		+
10. USE OF CHECK LIST		X
11. CREW BRIEFING & TAKEOFF DATA		X
12. AREA DEPARTURES	X	+
13. CHECK OF INSTRUMENTS		X
14. INSTRUMENT AIRWORK		X
15. RADIO TUNING AND ORIENTATIONS		X
16. RADIO NAVIGATION		X
17. D.R. NAVIGATION	X	+
18. LOW & HIGH RECONNAISSANCE NA	X	+
19. AREA ARRIVALS	X	+
20. AIR DROPS : (FREE FALL) NA	~~X~~	+
(CHUTES) NA		+

	I
21. COMMUNICATION PROCEDURES	
22. INSTRUMENT APPROACHES (2) GCA (V15)	
23. KNOWLEDGE OF: (V07)	
A. ENROUTE AND AREA HAZARDS	X
B. EMERGENCY FACILITIES	X
C. MINIMUM ENROUTE ALTITUDES	X
D. SURVIVAL PROCEDURES	+
E. SURVIVAL EQUIPMENT	+
F. LOST PROCEDURES	+
G. COMMUNICATIONS FACILITIES	X
H. COMMUNICATIONS CODES	X
I. AIRCRAFT PERFORMANCE CHARTS	+
24. CREW COORDINATION	+
25. GENERAL AIRMANSHIP	+
26. JUDGEMENT	X
27. SMOOTHNESS & COORDINATION	X
28. ADHERENCE TO SOP	X
29. CUSTOMER RELATIONS	X
30.	
31.	
32.	
33. TPE-331 START PROCEDURES (PC-6 & VTB)	+

T/O's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTAL
SITES	I	S	I	S	I	S	I	S	I	S	
V07		DEMONSTRATED									
L 5		DEMONSTRATED									
V07		X									1
V19		X									1
V07		X									1
V07		X									1
V15		X									1
V04		X									1
V07		X									1
V26		DEMONSTRATED									
											7

LDG's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTA
SITES	I	S	I	S	I	S	I	S	I	S	
V15	DEMONSTRATED										
V07	X										1
V19		X									1
V07	X										1
V07	X										1
V15	DEMONSTRATED										
V04		X									1
V07		X									1
V26	DEMONSTRATED										
V07		X									
											6

REMARKS: SEEMS TO PICK UP DE. NAV
WELL IN VN. - MAPS WELL ORGANIZED
NEEDS CONCENTRATED INSTRUCTION IN ALL AREAS

Cpt. [redacted]

AREA TRNG. & FAM.	PREV.	TODAY	TOTA
BLK. TIME AT CONTROLS	[redacted]	5:50	5:5
BLK. TIME AS OBSERVER	9:31	2:00	11:3
~~TIME CHARGED TO~~ TOTAL		7:50	19:2

LAST PHYSICAL APR. 71

INSTRUCTOR CHECK AIRMAN

DATE 18 SEP 19 71

MFD (REVIEW AND POSTING) DATE

APPROVED FOR RELEASE DATE: 09-Dec-2014

DISTRIBUTION: 1 INDIV TNG FILE, VIA MFD; 2 MFSD RECORDS; 3 DFD, VIA MFSD

1 JAN 69

C06117139

AREA FAMILIARIZATION TRAINING RECORD

(b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

NAME	CREW POSITION	BASE	AIRCRAFT TYPE	AIRCRAFT NUMBER	DATE
C DRIVER	T AF	V07	VTB	N7770 B	15 SEPT 1971

GRADING LEGEND: [S] Completed to Standard. [I] Incomplete. [—] Not applicable or not accomplished.

	I	S
1. MAPS		X
2. WEIGHT & LOADING		X
3. FIC BRIEFING		X
4. FLIGHT PLAN		X
5. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
6. ENGINE STARTING	—	
7. TAXIING		X
8. USE OF BRAKES		X
9. ENGINE RUN UP	—	
10. USE OF CHECK LIST	—	
11. CREW BRIEFING & TAKEOFF DATA		X
12. AREA DEPARTURES	—	
13. CHECK OF INSTRUMENTS	—	
14. INSTRUMENT AIRWORK	—	
15. RADIO TUNING AND ORIENTATIONS	—	
16. RADIO NAVIGATION	—	
17. D.R. NAVIGATION	—	
18. LOW & HIGH RECONNAISSANCE N/A	—	
19. AREA ARRIVALS	—	
20. AIR DROPS : (FREE FALL) N/A	—	
(CHUTES) N/A	—	

	I
21. COMMUNICATION PROCEDURES	
22. INSTRUMENT APPROACHES ( )	
23. KNOWLEDGE OF:	
A. ENROUTE AND AREA HAZARDS	
B. EMERGENCY FACILITIES	
C. MINIMUM ENROUTE ALTITUDES	
D. SURVIVAL PROCEDURES	
E. SURVIVAL EQUIPMENT	
F. LOST PROCEDURES	
G. COMMUNICATIONS FACILITIES	
H. COMMUNICATIONS CODES	
I. AIRCRAFT PERFORMANCE CHARTS	
24. CREW COORDINATION	
25. GENERAL AIRMANSHIP	
26. JUDGEMENT	
27. SMOOTHNESS & COORDINATION	
28. ADHERENCE TO SOP	
29. CUSTOMER RELATIONS	
30.	
31.	
32.	
33. TPE-331 START PROCEDURES (PC-6 & VTB)	

T/O's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTAL
SITES	I	S	I	S	I	S	I	S	I	S	
V07											
V13											
V07											
V28											
V11											
V28											

LDG's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTA
SITES	I	S	I	S	I	S	I	S	I	S	
V13											
V07											
V60											
V28											
V07											

REMARKS: AF out of V07 - observed throughout Flight

AREA TRNG. & FAM.	PREV.	TODAY	TOTA
BLK. TIME AT CONTROLS	:	:	:
BLK. TIME AS OBSERVER	4:38	4:53	9:3
TIME CHARGED TO TOTAL		:	

Physical Apr. 71

INSTRUCTOR CHECK AIRMAN

DATE 17 Sep 1971 | MFD (REVIEW AND POSTING) | DATE

APPROVED FOR RELEASE DATE: 09-JAN-2013

DISTRIBUTION: 1 INDIV TNG FILE, VIA MFD; 2 MFSD RECORDS; 3 DFD, VIA MFSD

AFTC 1383 JAN 69

C06117140

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

AIR ASIA COMPANY LIMITED
815 CONNECTICUT AVENUE, N. W.
WASHINGTON, D. C. 20006
TELEPHONE 298-7840

(b)(6)

CABLE ADDRESS "AIRASIA"

亞洲航空股份有限公司

February 16, 1966
REC'D WAS FEB 24 1966
Ref.: WD-66-0852

Mr. Clarence N.Driver
[redacted]
Los Angeles, California

Dear Mr. Driver:

This letter constitutes an offer of employment in the position of First Officer at a monthly salary of $750.00
This offer is subject to the following terms and conditions:

1. Your possessing the necessary qualifications in our opinion for the above position being offered.

2. Completion to the satisfaction of the Company of such personal history checks as it may deem necessary or desirable.

3. Your satisfactorily passing a physical examination and meeting the physical requirements as set forth by the Company for the position offered to you.

4. Reporting for Duty:

   (a) You will report for duty at Air Asia Company Limited 46 Chung Shan Road North, Second Section, Taipei, Taiwan on or before 9 April 1966 or at such other place as you may subsequently be notified.

   (b) Since you will travel by air and will have to adhere to the prescribed passenger baggage weight limitations, the Company will pay for the transportation by surface shipment of up to 2,500 pounds (7½ cubic tons or 300 cubic feet, depending upon the basis of computation) of your personal effects from your bona fide home or place of employment to your station of assignment. Any duty or customs' fees collectable on the shipment to or importation into a foreign country of your personal effects must be borne by you.

Salary:

Your salary will commence the day you start travel enroute to the place stated in paragraph 4(a) above, provided no undue or voluntary delays result enroute. Salary will be paid by U.S. Dollar check once a month.

APPROVED FOR RELEASE DATE: 09-Dec-2013

6. Term of Employment:

Subject to your satisfactory completion of the probationary period, as set forth in the Company's Personnel Manual, your employment will be for an indefinite period. If you fail to meet at any time any of the conditions set forth in paragraphs 1, 2 and 3 above, or if your services become excess to the needs of the Company, and your services are therefor terminated by the Company, you will be given two weeks advance notice, or pay in lieu of such notice, with return passage to Los Angeles, California. If your services are terminated by the Company for any other reason you will be given return passage to Los Angeles, California. If, however, you resign prior to completion of at least three years of service, the Company will not be responsible for return passage for you or your dependents to Los Angelese, California or for the repatriation of your personal property.

7. Location:

Your initial assignment will be at Taipei, Taiwan ; however, our operations in conjunction with those of our associated companies normally extend throughout the Far East and sometimes to other locations and you will be subject to assignment to work with an associated company and to assignment to any point of operations required by the Company.

8. Transportation for Dependents:

Transportation for your dependents will be provided by the Company upon certification by your Supervisor that you have successfully completed a probationary period of such duration as the Company deems necessary to evaluate your performance and suitability. However, if you wish to bring your dependents with you, you may do so at your own expense. You will, however, be reimbursed by the Company for dependent travel only after certification by your Supervisor, as provided above, that you have successfully completed your probationary period. In either case only travel by Company authorized route will be provided or reimbursed and reimbursement will be only at authorized Company discount fares.

9. Company Personnel Manual:

The terms, conditions, and benefits relating to employment with the Company are set forth in its Personnel Manual. Except and unless expressly provided to the contrary herein, the provisions of the Personnel Manual control, and where not expressly contrary to the Personnel Manual the matters set forth herein which are covered in the Personnel Manual are subject to the provisions of the Personnel Manual relating hereto. The following generalize some of the benefits of employment with the Company:

(a) Annual Leave: Two weeks annual leave with pay for each full year of service. Annual leave may be accrued up to a maximum of four weeks. Payment for unused annual leave will be made upon separation from employment for the convenience of the Company (without prejudice), or upon separation for any reason provided such separation takes place after completion of a full year of service.

APPROVED FOR
RELEASE DATE:
09-Dec-2013

(b) Sick Leave: Two weeks sick leave per year. Unused sick leave is carried forward to the following year and is cumulative up to a maximum of sixty (60) days; however, no payment is made for unused sick leave.

(c) Home Leave: After completion of three years service with the Company you will be entitled to ninety (90) days home leave with pay and transportation for you and your dependents to your bona fide home. Payment for accrued unused home leave will be made upon separation from employment in the event of termination of employment by the Company on a non-prejudice basis or upon termination for any reason after completion of two years continuous employment.

10. Personal Conduct:

We expect that personal conduct of our employees will reflect no discredit upon themselves, upon their fellow employees, or upon the Company. Excessive or even considerable use of intoxicants will not be permitted.

An employee's dependents for purposes of Company afforded travel referred to herein are his wife and children under eighteen years of age.

This letter constitutes the only authorized offer of employment to you from or on behalf of the Company. We have attempted to cover the general terms of your employment and some of the benefits which will result from your employment. As provided above, it is understood that the Personnel Manual (as it presently exists and as amended from time to time) is the final authority on details. It is an employee's privilege and responsibility to familiarize himself with the Company's Personnel Manual and the benefits provided therein.

If this offer of employment is acceptable to you, will you please indicate your acceptance by signing the enclosed copy hereof, as provided below, and returning that copy to us at the above letterhead address. This offer of employment shall remain in effect only for a period of thirty (30) days from the above date unless extended by written notice from me.

Very truly yours,

[redacted]

GAD.ed

I have read, understand, agree with, and accept the above offer of employment this 18 day of FEB, 196

Clarence N. Dorn

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117141

AREA FAMILIARIZATION TRAINING RECORD

(b)(6)

NAME	CREW POSITION	BASE	AIRCRAFT TYPE	AIRCRAFT NUMBER	DATE
DRIVER, C.	F/O	SVN	VTB-18	N3674G	13 SEP. 19 71

GRADING LEGEND: [S] Completed to Standard. [I] Incomplete. [+] Not applicable or not accomplished.

	I	S
1. MAPS		
2. WEIGHT & LOADING		
3. FIC BRIEFING		
4. FLIGHT PLAN		
5. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
6. ENGINE STARTING		
7. TAXIING		
8. USE OF BRAKES		
9. ENGINE RUN UP		
10. USE OF CHECK LIST		X
11 CREW BRIEFING & TAKEOFF DATA		
12. AREA DEPARTURES		
13. CHECK OF INSTRUMENTS		
14. INSTRUMENT AIRWORK		
15. RADIO TUNING AND ORIENTATIONS		
16. RADIO NAVIGATION		
17. D.R. NAVIGATION		X
18. LOW & HIGH RECONNAISSANCE		
19. AREA ARRIVALS		
20. AIR DROPS : (FREE FALL)		
(CHUTES)		
21. COMMUNICATION PROCEDURES	X	
22. INSTRUMENT APPROACHES ( )		
23. KNOWLEDGE OF:	X	
A. ENROUTE AND AREA HAZARDS		
B. EMERGENCY FACILITIES	X	
C. MINIMUM ENROUTE ALTITUDES	X	
D. SURVIVAL PROCEDURES		
E. SURVIVAL EQUIPMENT		
F. LOST PROCEDURES		
G. COMMUNICATIONS FACILITIES		
H. COMMUNICATIONS CODES	X	
I. AIRCRAFT PERFORMANCE CHARTS		
24. CREW COORDINATION		
25. GENERAL AIRMANSHIP		
26. JUDGEMENT		
27. SMOOTHNESS & COORDINATION		
28. ADHERENCE TO SOP		
29. CUSTOMER RELATIONS	X	
30.		
31.		
32.		
33. TPE-331 START PROCEDURES (PC-6 & VTB)		

	I	S
	I	
	I	
	I	
	I	
	I	
	I	
	I	
	I	

T/O's:

SITES	NORMAL I	NORMAL S	X-WIND I	X-WIND S	STOL I	STOL S	BALKED I	BALKED S	E/FAIL I	E/FAIL S	TOTAL

LDG's:

SITES	NORMAL I	NORMAL S	X-WIND I	X-WIND S	STOL I	STOL S	BALKED I	BALKED S	E/FAIL I	E/FAIL S	TOTAL

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

REMARKS: FIRST FLIGHT IN IV. - CORPS AREA. DUE TO LOAD CONDITIONS, UNABLE TO PRACTICE T.O.'s AND LANDINGS.

AREA TRNG. & FAM.	PREV.	TODAY	TOTAL
BLK. TIME AT CONTROLS	:	-	:
BLK. TIME AS OBSERVER	:	4:39	4:39
TIME CHARGED TO		:	

Ac knowledged: C. Driver

Date : 27 Sept 1971 INSTRUCTOR CHECK AIRM

DATE 27 Sept 19 71 MFD (REVIEW AND POSTING) DATE

APPROVED FOR RELEASE DATE: 09-Dec-2013

DISTRIBUTION: 1 INDIV TNG FILE, VIA MFD; 2 MFSD RECORDS; 3 DFD, VIA MFSD

AFTRAC 1977 1 JAN 69

C06117143

APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

PILOT FLIGHT CHECK RECORD

(REF. CHAPTER IX, OPERATORS MANUAL)

DATE: 15 Oct 1970

NAME	CREW POSITION	BASE	~~FLT~~ TIME BLOCK	TYPE OF CHECK
DRIVER, C.N.	SIC	VTE	2:09	☐ Proficiency ☐ Evaluation ☐ Upgrading ☒ Recurrency ☐ Type Rating

AIRCRAFT TYPE	AIRCRAFT NO.	LOCATION	HOOD INST	NIGHT	~~BLOCK~~ TIME FLT	GRADING LEGEND
C123K	554555	VTE	0:45	—	1:50	1. Well Above Average 2. Above Average 3. Average 4. Below Average 5. Unsatisfactory

	1	2	3	4	5
1. EQUIPMENT TEST ORAL ☒ WRITTEN ☒ 100%			X		
2. PRE FLIGHT INSPECTION			X		
3. ENGINE STARTING PROCEDURES			X		
4. TAXIING			X		
5. ENGINE RUN UP			X		
6. PRE TAKE OFF CHECKS			X		
7. TAKEOFFS (NORMAL - 2)			X		
(CROSSWIND -)					
(STOL - 1) (4)			X		
(REJECTED -)					
(ENGINE FAILURE - 1)			X		
8. AREA DEPARTURE AND ATC PROCEDURES		X			
9. CLIMBS AND CLIMBING TURNS			X		
10. STEEP TURNS (45° BANK)		X			
11. STALLS - APPROACH TO STALLS			X		
12. MANEUVERING AT MINIMUM SPEED		X			
13. RAPID DESCENT AND PULL UP					
14. ENGINE FAILURE/FIRE - FEATHERING			X		
15. PROPELLER UNFEATHERING			X		
16. RECOVERY FROM UNUSUAL ATTITUDES					
17. SIMULATED EMERGENCIES:					
FIRES - HEATER, CARGO, CABIN			X		
SMOKE REMOVAL			X		
ELECTRICAL FAILURES - FIRES			X		
EMERGENCY DESCENT(S) Disc			X		
HYDRAULIC SYSTEM FAILURE		X			
FUEL DUMPING					
BRAKE FIRE			X		
EMERGENCY EVACUATION			X		
USE OF AIRBRAKES					

	1	2	3	4	5
18. RADIO TUNING AND ORIENTATION		X			
19. HOLDING		X			
20. INSTRUMENT APPROACH (ADF - 2)		X			
1 Single Eng (VOR -)					
(ILS -)					
(GCA -)					
21. MISSED APPROACH			X		
22. AREA ARRIVAL AND ATC PROCEDURES			X		
23. GO AROUND (BALKED LANDING 1)			X		
24. LANDING (CIRCLING MIN - 1)			X		
(NORMAL - 1)			X		
(CROSSWIND -)					
(ZERO FLAP - 1)		X			
(ACCURACY/SPOT - 1) (4)		X			
(STOL -)					
(NIGHT -)					
(ENGINE(S) OUT - 1)			X		
( )					
( )					
ADDITIONAL PROCEDURES/MANEUVERS:					
25. Partial Panel		X			
26.					
27.					
GENERAL COMPETENCY					
28. COMMAND ABILITY			X		
29. JUDGEMENT			X		
30. SMOOTHNESS AND COORDINATION			X		
31. ADHERENCE TO SOP			X		

Time Pilot Manipulated Flt Controls for Purpose of Flt Check: 2:09

Flight Time, This Pilot Logged to Company as Non-revenue: 2:00

ABOVE CHECK CERTIFIED ☒ SATISFACTORY ☐ UNSATISFACTORY

CHECK AIRMAN

COMMENTS: EXPLANATION OF GRADES 1 AND 5, PLUS ANY OTHER COMMENTS

ACKNOWLEDGED [signature] 15 Oct 70
Signature Date

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

	DATE	MFSD (REVIEW AND POSTING)	DATE
	15 Oct 1970		197

DISTRIBUTION: 1 INDIV TNG FILE VIA MFD; 2 MFSD RECORDS; 3 DFD VIA MFSD

OP-373/R1 1 JULY 1970

C06117144

APPROVED FOR RELEASE DATE: 09-Dec-2013

PILOT FLIGHT CHECK RECORD (b)(6)

(REF. CHAPTER IX, OPERATORS MANUAL)

DATE 19 SEPT 1969

NAME	CREW POSITION	BASE	FLT TIME	TYPE OF CHECK
DRIVER C N	PIC	VTE	2 :42	☐ Proficiency ☐ Evaluation ☒ Upgrading ☐ Recurrency ☐ Type Rating

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME
C-123	556	VTE	:	:	3 :47

GRADING LEGEND: 1. Well Above Average 2. Above Aaverage 3. Average 4. Below Average 5. Unsatisfactory

	1	2	3	4	5
1. EQUIPMENT TEST-ORAL ☐ WRITTEN ☐			X		
2. PRE-FLIGHT INSPECTION			X		
3. ENGINE STARTING PROCEDURES			X		
4. TAXYING			X		
5. ENGINE RUN-UP			X		
6. PRE TAKE-OFF CHECKS			X		
7. TAKEOFFS (NORMAL – 3)			X		
(CROSSWIND –)					
(STOL –)			X		
(REJECTED –)				X	
(ENGINE FAILURE –)				X	
8. AREA DEPARTURE AND ATC PROCEDURES				X	
9. CLIMBS AND CLIMBING TURNS			X		
10. STEEP TURNS (450 BANK)			X		
11. STALLS/APPROACH TO STALLS			X		
12. MANEUVERING AT MINIMUM SPEED			X		
13. RAPID DESCENT AND PULL-UP				X	
14. ENGINE FAILURE/FIRE-FEATHERING			X		
15. PROPELLER UNFEATHERING			X		
16. RECOVERY FROM UNUSUAL ATTITUDES			X		
17. SIMULATED EMERGENCIES:					
FIRES-HEATER, CARGO, CABIN			X		
SMOKE REMOVAL			X		
ELECTRICAL FAILURES-FIRES			X		
EMERGENCY DESCENT(S)					
HYDAULIC SYSTEM FAILURE			X		
FUEL DUMPING					
BRAKE FIRE					
EMERGENCY EVACUATION					
USE OF AIRBRAKES					

	1	2	3	4	5
18. RADIO TUNING AND ORIENTATION				X	
19. HOLDING				X	
20. INSTRUMENT APPROACH (ADF – ?)			X		
(VOR –)					
(ILS –)					
(GCA –)					
21. MISSED APPROACH				X	
22. AREA ARRIVAL AND ATC PROCEDURES				X	
23. GO AROUND (BALKED LANDING)				X	
24. LANDING (CIRCLING MIN –)				X	
(NORMAL – 3)				X	
(CROSSWIND –)				X	
(ZERO FLAP –)				X	
(ACCURACY/SPOT –)				X	
(STOL –)				X	
(NIGHT –)				X	
(ENGINE(S) OUT –)				X	
( )					
( )					
ADDITIONAL PROCEDURES/MANEUVERS:					
25.					
26.					
27.					
GENERAL COMPETENCY					
28. COMMAND ABILITY				X	
29. JUDGEMENT				X	
30. SMOOTHNESS AND COORDINATION				X	
31. ADHERENCE TO SOP				X	

ABOVE CHECK CERTIFIED ☒ SATISFACTORY ☐ UNSATISFACTORY

CHECK AIRMAN

COMMENTS: EXPLANATION OF GRADES 1 AND 5, PLUS ANY OTHER COMMENTS

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

MFD (REVIEW)	DATE	MFT (REVIEW AND POSTING)	DATE
KER	26 Sept 1969		196

DISTRIBUTION: 1 INDIV TNG FILE, VIA MFD; 2 MFT RECORDS; 3 DFD, VIA MFT

OP-373 17 JUN 66

C06117145
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[redacted] (b)(6)

APPROVED FOR RELEASE DATE: 09-Dec-2013

February 22, 1966

REC'D WAS FEB 24 1966

Air Asia Company, Ltd.
815 Connecticut Avenue, N.W.
Washington, D. C. 20008

Attention: [redacted]

Dear [redacted]

Enclosed and signed is the original copy of the letters setting forth the terms and conditions of employment.

The passport pictures and signed necessary forms will be mailed to you next Monday. Physical, X-rays, shot record, etc. will follow approximately one week later.

I am having a little trouble with my present employer about the 9 April 1966 reporting date. They want to hold me to the terms of my contract which expires 25 April 1966. I will keep you closely advised and informed on this matter. Let me know your comments on this.

What is the normal length of the probationary period?

Are crew members paid additional expenses away from home, and how much?

What are the normal usual monthly deductions?

Will Federal Income Tax have to be paid on this money?

Please address all future correspondence to:

Clarence Driver
[redacted]
Los Angeles, California 90043
Phone: [redacted]

Yours very truly,

Clarence Driver

CD:et:i

C06117146

APPROVED FOR RELEASE DATE: 09-Dec-2013

PIL)T FLIGHT CHECK RECC D [ ] (b)(6)

(REF. CHAPTER IX, OPERATORS MANUAL)

DATE: September 17, 1969 196____

NAME	CREW POSITION	BASE	FLT TIME	TYPE OF CHECK
DRIVER, C. N.	PIC	VTE	1:56	☐ Proficiency ☐ Evaluation ☒ Upgrading ☐ Recurrency ☐ Type Rating

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND
C123	54617	VTE	0:40	———	2:05	1. Well Above Average 2. Above Aaverage 3. Average 4. Below Average 5. Unsatisfactory

	1	2	3	4	5
1. EQUIPMENT TEST-ORAL ☒ WRITTEN ☒ 92%		X			
2. PRE-FLIGHT INSPECTION		X			
3. ENGINE STARTING PROCEDURES			X		
4. TAXYING			X		
5. ENGINE RUN-UP			X		
6. PRE TAKE-OFF CHECKS				X	
7. TAKEOFFS (NORMAL—)			X		
(CROSSWIND—) (2)					
(STOL—)					
(REJECTED—)			X		
(ENGINE FAILURE-)			X		
8. AREA DEPARTURE AND ATC PROCEDURES				X	
9. CLIMBS AND CLIMBING TURNS			X		
10. STEEP TURNS (450 BANK)			X		
11. STALLS/APPROACH TO STALLS				X	
12. MANEUVERING AT MINIMUM SPEED			X		
13. RAPID DESCENT AND PULL-UP			———		
14. ENGINE FAILURE/FIRE-FEATHERING			X		
15. PROPELLER UNFEATHERING			X		
16. RECOVERY FROM UNUSUAL ATTITUDES			X		
17. SIMULATED EMERGENCIES:					
FIRES-HEATER, CARGO, CABIN			X		
SMOKE REMOVAL			X		
ELECTRICAL FAILURES-FIRES			X		
EMERGENCY DESCENT(S)			X		
HYDAULIC SYSTEM FAILURE		X			
FUEL DUMPING		———			
BRAKE FIRE			X		
EMERGENCY EVACUATION			X		
USE OF AIRBRAKES		X			

	1	2	3	4	5
18. RADIO TUNING AND ORIENTATION					X
19. HOLDING					X
20. INSTRUMENT APPROACH (ADF—)				X	
(VOR—)					
(ILS—)					
(GCA—)					
21. MISSED APPROACH				X	
22. AREA ARRIVAL AND ATC PROCEDURES				X	
23. GO AROUND (BALKED LANDING)					X
24. LANDING (CIRCLING MIN—)				X	
(NORMAL—)					
(CROSSWIND—)					
(ZERO FLAP—)					X
(ACCURACY/SPOT—)					
(STOL —					
(NIGHT—)					
(ENGINE(S) OUT—)					X
( )					
( )					
ADDITIONAL PROCEDURES/MANEUVERS:					
25.					
26.					
27.					
GENERAL COMPETENCY					
28. COMMAND ABILITY				X	
29. JUDGEMENT				X	
30. SMOOTHNESS AND COORDINATION				X	
31. ADHERENCE TO SOP				X	
A. Time pilot manipulated flight controls for purpose of flight check					2:05
B. Flight time, this pilot, logged to company as non-revenue					2:05

ABOVE CHECK CERTIFIED ☐ SATISFACTORY ☒ UNSATISFACTORY

CHECK AIRMA[redacted]

COMMENTS: EXPLANATION OF GRADES 1 AND 5, PLUS ANY OTHER COMMENTS

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

MFD (REVIEW)	DATE 196____	MFT (REVIEW AND POSTING)	DATE 196____

DISTRIBUTION: 1 INDIV TNG FILE, VIA MFD; 2 MFT RECORDS; 3 DFD, VIA MFT

OP-373 17 JUN 66

C06117146
APPROVED FOR RELEASE DATE: 09-Dec-2013

ATTACHMENT TO OPS 373 - C. N. Driver

The unsatisfactory upgrading check administered to C. N. Driver was debriefed in his presence with the Acting MFD/L, Capt. Randall.

The items 18 and 19 were terminated after departure when Capt. Driver levelled at assigned altitude and at no time, approximately 15 minutes after receiving clearance and takeoff, did he ascertain or recognize that the radio compass was in the antenna position. Although I was acting as his first officer, I turned the radios on and identified the station without instructions at any time as to how to set them. Several leading comments were made to help him realize his problem to no avail. He then demonstrated his lack of knowledge of the procedure to enter a holding pattern.

I recommend Link Training and a subsequent re-check by the AMFD/C123.

C06117148
APPROVED FOR RELEASE DATE: 09-Dec-2013
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)
(b)(6)

PILOT FLIGHT CHECK RECORD

(REF CHAPTER IX, OPERATORS MANUAL)

DATE: February 6. 1969 196____

NAME	CREW POSITION	BASE	FLT TIME	TYPE OF CHECK
DRIVER, C. N.	First Officer	VTE	1:21	XX Proficiency ☐ Evaluation ☐ Upgrading ☐ Recurrency ☐ Type Rating

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME
C-123	564374	VTE	0:35		1:40

GRADING LEGEND: 1. Well Above Average 2. Above Aaverage 3. Average 4. Below Average 5. Unsatisfactory

	1	2	3	4	5
1. EQUIPMENT TEST-ORAL ☒ WRITTEN ☒			X		
2. PRE-FLIGHT INSPECTION			X		
3. ENGINE STARTING PROCEDURES			X		
4. TAXYING			X		
5. ENGINE RUN-UP			X		
6. PRE TAKE-OFF CHECKS			X		
7 TAKEOFFS (NORMAL— 3)		X			
(CROSSWIND— 5) (5)		X			
(STOL— 2)		X			
(REJECTED—)					
(ENGINE FAILURE- 1)		X			
8. AREA DEPARTURE AND ATC PROCEDURES		X			
9. CLIMBS AND CLIMBING TURNS		X			
10. STEEP TURNS (450 BANK)		X			
11. STALLS/APPROACH TO STALLS		X			
12. MANEUVERING AT MINIMUM SPEED		X			
13. RAPID DESCENT AND PULL-UP					
14. ENGINE FAILURE/FIRE-FEATHERING		X			
15. PROPELLER UNFEATHERING		X			
16. RECOVERY FROM UNUSUAL ATTITUDES					
17. SIMULATED EMERGENCIES:					
FIRES-HEATER, CARGO, CABIN		X			
SMOKE REMOVAL		X			
ELECTRICAL FAILURES-FIRES		X			
EMERGENCY DESCENT(S)		X			
HYDAULIC SYSTEM FAILURE		X			
FUEL DUMPING					
BRAKE FIRE		X			
EMERGENCY EVACUATION		X			
USE OF AIRBRAKES		X			

	1	2	3	4	5
18. RADIO TUNING AND ORIENTATION		X			
19. HOLDING		X			
20. INSTRUMENT APPROACH (ADF— 1)		X			
(VOR—) (1)					
(ILS—)					
(GCA—)					
21. MISSED APPROACH		X			
22. AREA ARRIVAL AND ATC PROCEDURES		X			
23. GO AROUND (BALKED LANDING)		X			
24. LANDING (CIRCLING MIN— 1)		X			
(NORMAL— 1)		X			
(CROSSWIND— 5) (5)		X			
(ZERO FLAP— 1)		X			
(ACCURACY/SPOT— 3)		X			
(STOL— 2)		X			
(NIGHT—)					
(ENGINE(S) OUT— 1)		X			
Engine out go-around 1)		X			
( )					
ADDITIONAL PROCEDURES/MANEUVERS:					
25. Air Drop Procedures			X		
26. Fuel Management			X		
27. Angle of attack/Stall warning			X		
GENERAL COMPETENCY					
28. COMMAND ABILITY			X		
29. JUDGEMENT			X		
30. SMOOTHNESS AND COORDINATION			X		
31. ADHERENCE TO SOP			X		

A. Time pilot manipulated flight controls for purpose of flight check	1:40
B. Flight time, this pilot, logged to company as non-revenue	1:40

ABOVE CHECK CERTIFIED ☒ SATISFACTORY ☐ UNSATISFACTORY

CHECK AIRMAN

COMMENTS: EXPLANATION OF GRADES 1 AND 5, PLUS ANY OTHER COMMENTS

Well above average flight in all phases, especially so in view of the fact that he has not been in the aircraft for over one year. Overall pilot ability and much study on the aircraft systems and procedures evident throughout.

DATE	MFT (REVIEW AND POSTING)	DATE
8 Feb 196 9		196____

DISTRIBUTION: 1 INDIV TNG FILE, VIA MFD; 2 MFT RECORDS; 3 DFD, VIA MFT

OP-373 17 JUN 66

C06117149
APPROVED FOR RELEASE DATE: 09-Dec-2013.

(b)(6)

PILOT FLIGHT CHECK RECORD

(REF. CHAPTER IX, OPERATORS MANUAL)

DATE 7 Sept 197 2

NAME	CREW POSITION	BASE	FLT. TIME	TYPE OF CHECK
DRIVER, C. N.	SIC	VTE	1:37	☒ Proficiency ☐ Evaluation ☐ Upgrading ☐ Recurrency ☐ Type Rating

AIRCRAFT TYPE	AIRCRAFT NO.	LOCATION	HOOD INST	NIGHT	BLOCK TIME
C123K	545	VTE	:35	—	2:04

GRADING LEGEND: 1. Well Above Average 2. Above Average 3. Average 4. Below Average 5. Unsatisfactory

	1	2	3	4	5
1. EQUIPMENT TEST ORAL ☒ WRITTEN ☒			X		
2. PRE FLIGHT INSPECTION			X		
3. ENGINE STARTING PROCEDURES			X		
4. TAXIING			X		
5. ENGINE RUN UP			X		
6. PRE TAKE OFF CHECKS			X		
7. TAKEOFFS (NORMAL- /)			X		
(CROSSWIND- /)		X			
(STOL-)					
(REJECTED-)					
(ENGINE FAILURE- /)		X			
8. AREA DEPARTURE AND ATC PROCEDURES			X		
9. CLIMBS AND CLIMBING TURNS			X		
10. STEEP TURNS (45° BANK)			X		
11. STALLS-APPROACH TO STALLS		X			
12. MANEUVERING AT MINIMUM SPEED			X		
13. RAPID DESCENT AND PULL UP					
14. ENGINE FAILURE/FIRE-FEATHERING			X		
15. PROPELLER UNFEATHERING			X		
16. RECOVERY FROM UNUSUAL ATTITUDES					
17. SIMULATED EMERGENCIES:	/	/	/	/	/
FIRES-HEATER, CARGO, CABIN			X		
SMOKE REMOVAL			X		
ELECTRICAL FAILURES-FIRES			X		
EMERGENCY DESCENT(S)			X		
HYDRAULIC SYSTEM FAILURE			X		
FUEL DUMPING					
BRAKE FIRE			X		
EMERGENCY EVACUATION			X		
USE OF AIRBRAKES			X		

	1	2	3	4	5
18. RADIO TUNING AND ORIENTATION			X		
19. HOLDING			X		
20. INSTRUMENT APPROACH (ADF- /)			X		
TACAN/VOR- /)			X		
(ILS-)					
(GCA-)					
21. MISSED APPROACH			X		
22. AREA ARRIVAL AND ATC PROCEDURES			X		
23. GO AROUND (BALKED LANDING)			X		
24. LANDING (CIRCLING MIN- /)			X		
(NORMAL- /)			X		
(CROSSWIND- /)			X		
(ZERO FLAP- /)			X		
(ACCURACY/SPOT- /) (3)			X		
(STOL-)					
(NIGHT-)					
(ENGINE(S) OUT- /)			X		
( )					
( )					
ADDITIONAL PROCEDURES/MANEUVERS:					
25.					
26.					
27.					
GENERAL COMPETENCY					
28. COMMAND ABILITY			X		
29. JUDGEMENT			X		
30. SMOOTHNESS AND COORDINATION			X		
31. ADHERENCE TO SOP			X		

Time Pilot Manipulated Flt Controls for Purpose of Flt Check: 2 64

Flight Time, This Pilot, Logged to Company as Non-revenue: 1 34

ABOVE CHECK CERTIFIED ☒ SATISFACTORY ☐ UNSATISFACTORY

CHECK AIRMAN

COMMENTS: EXPLANATION OF GRADES 1 AND 5, PLUS ANY OTHER C

PHY EXPIRES: 31 OCT 72

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

ACKNOWLEDGED C. N. Driver DATE 7 Sept 72

MFD (REVIEW)	DATE	MFSD (REVIEW AND POSTING)	DATE
	7 SEP 197 2		197

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OP-373/R1 1 July 1970

C06117150
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

AIR ASIA COMPANY LIMITED

亞洲航空股份有限公司

p2.6

46 Chung Shan Road, North, 2nd Section
Taipei, Taiwan

17 May 1966

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Secretary and General Manager
United States Officers' Open Mess
Taipei, Taiwan

Attention: [redacted]

Dear Sir:

In accordance with the understanding of 15 April 1964 regarding temporary membership to the United States Officers' Open Mess, Taipei for certain employees of this Company and affiliated or subsidiary and associated companies, CLARENCE N. DRIVER has been advised of the rules and regulations of the Mess and the personal conduct expected of Mr. Driver and his dependents should they be permitted the privilege of using Mess facilities. If Mr. Driver qualifies for temporary membership according to the regulations of the Mess, this letter may be taken as our endorsement of application for such membership.

Sincerely yours,

[redacted]

for Director of Personnel

C06117151
APPROVED FOR RELEASE DATE 09-Dec-2013

(b)(6)

PILOT FLIGHT CHECK RECORD

(REF. CHAPTER IX, OPERATORS MANUAL)

DATE 7 Sept 197 2

NAME	CREW POSITION	BASE	FLT TIME	TYPE OF CHECK
DRIVER, C. N.	SIC	VTE	1:37	☒ Proficiency ☐ Evaluation ☐ Upgrading ☐ Recurrency ☐ Type Rating

AIRCRAFT TYPE	AIRCRAFT NO.	LOCATION	HOOD INST	NIGHT	BLOCK TIME
C123K	545	VTE	:35	—	2:04

GRADING LEGEND: 1. Well Above Average 2. Above Average 3. Average 4. Below Average 5. Unsatisfactory

	1	2	3	4	5
1. EQUIPMENT TEST ORAL ☒ WRITTEN ☒			X		
2. PRE FLIGHT INSPECTION			X		
3. ENGINE STARTING PROCEDURES			X		
4. TAXIING			X		
5. ENGINE RUN UP			X		
6. PRE TAKE OFF CHECKS			X		
7. TAKEOFFS (NORMAL- /)			X		
(CROSSWIND- /)		X			
(STOL-)					
(REJECTED-)					
(ENGINE FAILURE- /)		X			
8. AREA DEPARTURE AND ATC PROCEDURES			X		
9. CLIMBS AND CLIMBING TURNS			X		
10. STEEP TURNS (45° BANK)			X		
11. STALLS-APPROACH TO STALLS		X			
12. MANEUVERING AT MINIMUM SPEED			X		
13. RAPID DESCENT AND PULL UP					
14. ENGINE FAILURE/FIRE-FEATHERING			X		
15. PROPELLER UNFEATHERING			X		
16. RECOVERY FROM UNUSUAL ATTITUDES					
17. SIMULATED EMERGENCIES:	/	/	X	X	/
FIRES-HEATER, CARGO, CABIN			X		
SMOKE REMOVAL			X		
ELECTRICAL FAILURES-FIRES			X		
EMERGENCY DESCENT(S)			X		
HYDRAULIC SYSTEM FAILURE			X		
FUEL DUMPING					
BRAKE FIRE			X		
EMERGENCY EVACUATION			X		
USE OF AIRBRAKES			X		

	1	2	3	4	5
18. RADIO TUNING AND ORIENTATION			X		
19. HOLDING			X		
20. INSTRUMENT APPROACH (ADF- /)			X		
TACAN/VOR- /)			X		
(ILS-)					
(GCA-)					
21. MISSED APPROACH		X			
22. AREA ARRIVAL AND ATC PROCEDURES			X		
23. GO AROUND (BALKED LANDING)		X			
24. LANDING (CIRCLING MIN- /)			X		
(NORMAL- /)			X		
(CROSSWIND- /)			X		
(ZERO FLAP- /)		X			
(ACCURACY/SPOT- /) (3)			X		
(STOL-)					
(NIGHT-)					
(ENGINE(S) OUT- /)		X			
( )					
( )					
ADDITIONAL PROCEDURES/MANEUVERS:					
25.					
26.					
27.					
GENERAL COMPETENCY					
28. COMMAND ABILITY			X		
29. JUDGEMENT			X		
30. SMOOTHNESS AND COORDINATION			X		
31. ADHERENCE TO SOP			X		

Time Pilot Manipulated Flt Controls for Purpose of Flt Check 2.6

Flight Time, This Pilot, Logged to Company as Non-revenue 1.3

ABOVE CHECK CERTIFIED ☒ SATISFACTORY ☐ UNSATISFACTORY

CHECK AIRMAN

COMMENTS: EXPLANATION OF GRADES 1 AND 5, PLUS ANY OTHER COMMENTS

PHY EXPIRES: 31 OCT 72

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

ACKNOWLEDGED [signature] DATE 7 Sept. 72

MFD (REVIEW)	DATE	MFSD (REVIEW AND POSTING)	DATE
	7 Sep 197 2		197

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OP-373/R1 1 July 1970

C06117158
APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

PERSONNEL DIVISION
ORIENTATION SLIP

NAME: DRIVER, Clarence N. TITLE: First Officer STATION: _____

The above named employee is required to report to the Officers and/or Division Directors indicated below for initial orientation:

		Signature	Date
☑ 1	Passport & Visa Section	[redacted]	May 18, 1966
☑ 2	Chief, Medical Department	[signature]	18 May 66
☐	President		
☐	Assistant Vice President		
☑ 3	Vice President - Flight Operations / E.E.HECHT	[signature]	18 May
☑ 4	Operations Statistics - K. K. Wong	[signature]	E/18
☑ 5	Director of Security	[redacted]	5-23/66
☐	Vice President - Traffic & Sales		
☐	Legal Counsel		
☐	Treasurer-Controller		
☐	Vice President - General Affairs		
☐	Vice President - Technical Services		
☐	Personnel Office - Tainan		
☐	Regional Director - Tainan		
☑ 6	Director of Personnel	[signature]	5/10

NOTE: Upon completion of orientation this form should be returned to PND.

This is to confirm that I have completely read the chapters pertaining to any terms of employment in the Personnel Manual. I understand that the Personnel Manual is subject to periodic revisions, and I will undertake to become knowledgeable with regard to the revisions.

Signature: Clarence N. Driver

Date: 18 May 1966

PD-20 R6

C06117153

APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

PILOT FLIGHT CHECK RECORD

(REF. CHAPTER IX, OPERATORS MANUAL)

DATE 2 DEC 197 1

NAME	CREW POSITION	BASE	FLT TIME	TYPE OF CHECK
DRIVER, C	F/O	VTE	1.55	☒ Proficiency ☐ Evaluation ☐ Upgrading ☐ Recurrency ☐ Type Rating

AIRCRAFT TYPE	AIRCRAFT NO.	LOCATION	HOOD INST	NIGHT	BLOCK TIME
C123K	386	VTE	0+55	—	2+05

GRADING LEGEND: 1. Well Above Average 2. Above Average 3. Average 4. Below Average 5. Unsatisfactory

	1	2	3	4	5
1. EQUIPMENT TEST ORAL ☒ WRITTEN ☐			X		
2. PRE FLIGHT INSPECTION		X			
3. ENGINE STARTING PROCEDURES		X			
4. TAXIING			X		
5. ENGINE RUN UP			X		
6. PRE TAKE OFF CHECKS			X		
7. TAKEOFFS (NORMAL - 1)			X		
(CROSSWIND - 3)			X		
(STOL - 3) (4)			X		
(REJECTED -)		—	—	—	
(ENGINE FAILURE -)		—	—	—	
8. AREA DEPARTURE AND ATC PROCEDURES			X		
9. CLIMBS AND CLIMBING TURNS		X			
10. STEEP TURNS (45° BANK)			X		
11. STALLS - APPROACH TO STALLS			X		
12. MANEUVERING AT MINIMUM SPEED			X		
13. RAPID DESCENT AND PULL UP			X		
14. ENGINE FAILURE/FIRE - FEATHERING			X		
15. PROPELLER UNFEATHERING			X		
16. RECOVERY FROM UNUSUAL ATTITUDES			X		
17. SIMULATED EMERGENCIES:					
FIRES - HEATER, CARGO, CABIN			X		
SMOKE REMOVAL			X		
ELECTRICAL FAILURES - FIRES		X			
EMERGENCY DESCENT(S)			X		
HYDRAULIC SYSTEM FAILURE			X		
FUEL DUMPING			—		
BRAKE FIRE			X		
EMERGENCY EVACUATION			X		
USE OF AIRBRAKES			X		

	1	2	3	4	5
18. RADIO TUNING AND ORIENTATION			X		
19. HOLDING			X		
20. INSTRUMENT APPROACH (ADF - 1)			X		
(VOR -)			—		
TACAN ~~ILS~~ (1)			X		
(GCA -)					
21. MISSED APPROACH			X		
22. AREA ARRIVAL AND ATC PROCEDURES			X		
23. GO AROUND (BALKED LANDING)			—		
24. LANDING (CIRCLING MIN -)			—		
(NORMAL -)			—		
(CROSSWIND - 3)			X		
(ZERO FLAP - 1)			X		
(ACCURACY/SPOT - 2) (4)			X		
(STOL -)			—		
(NIGHT -)			—		
(ENGINE(S) OUT - 1)			X		
( )					
( )					
ADDITIONAL PROCEDURES/MANEUVERS:					
25.					
26.					
27.					
GENERAL COMPETENCY					
28. COMMAND ABILITY			X		
29. JUDGEMENT		X			
30. SMOOTHNESS AND COORDINATION		X			
31. ADHERENCE TO SOP			X		

Time Pilot Manipulated Flt Controls for Purpose of Flt Check 1+55

Flight Time, This Pilot, Logged to Company as Non-revenue 2+05

ABOVE CHECK CERTIFIED ☒ SATISFACTORY ☐ UNSATISFACTORY

CHECK AIRMAN

COMMENTS: EXPLANATION OF GRADES 1 AND 5, PLUS ANY OTHER COMMENTS

VERY SMOOTH, WELL AHEAD OF ACFT ON ALL MANUVERS

2 DEC 71 [signature]

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

MFD (REVIEW)	DATE	MFSD (REVIEW AND POSTING)	DATE
	4 Dec 197 1		197

DISTRIBUTION: 1 INDIV TNG FILE, VIA MFD; 2 MFSD RECORDS; 3 DFD, VIA MFSD

OP-373/R1 1 JULY 1970

C06117154

APPROVED FOR RELEASE DATE: 09-Dec-2013

PILOT FLIGHT CHECK RECORD

(b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

AFFI PART 91 OPERATOR TWINJET

17 OCT 197_

NAME	CREW POSITION	BASE	FLT TIME	TYPE OF CHECK
DRIVER, C. N.	(PIC) T CAPT.	VO1		☑ Proficiency ☐ Evaluation ☑ Upgrading ☐ Recurrency ☐ Type Rating

AIRCRAFT TYPE	AIRCRAFT NO.	LOCATION	HOOD INST	NIGHT	BLOCK TIME
VTB	N9518Z	SGN	0:50	—:—	2:17

GRADING LEGEND: 1. Well Above Average 2. Above Average 3. Average 4. Below Average 5. Unsatisfactory

	1	2	3	4	5
1. EQUIPMENT TEST ORAL ☑ WRITTEN ☐			X		
2. PRE FLIGHT INSPECTION			X		
3. ENGINE STARTING PROCEDURES			X		
4. TAXIING			X		
5. ENGINE RUN UP			X		
6. PRE TAKE OFF CHECKS			X		
7. TAKEOFFS (NORMAL - 1)			X		
(CROSSWIND - 2)			X		
(STOL - (6) 1)			X		
(REJECTED - 1)			X		
(ENGINE FAILURE - 1)			X		
8. AREA DEPARTURE AND ATC PROCEDURES			X		
9. CLIMBS AND CLIMBING TURNS			X		
10. STEEP TURNS (45° BANK)			X		
11. STALLS - APPROACH TO STALLS			X		
12. MANEUVERING AT MINIMUM SPEED			X		
13. RAPID DESCENT AND PULL UP			X		
14. ENGINE FAILURE/FIRE - FEATHERING			X		
15. PROPELLER UNFEATHERING			X		
16. RECOVERY FROM UNUSUAL ATTITUDES					
17. SIMULATED EMERGENCIES:					
FIRES - HEATER, CARGO, CABIN			X		
SMOKE REMOVAL			X		
ELECTRICAL FAILURES - FIRES			X		
EMERGENCY DESCENT(S) 1			X		
HYDRAULIC SYSTEM FAILURE					
FUEL DUMPING					
BRAKE FIRE				X	
EMERGENCY EVACUATION			X		
USE OF AIRBRAKES					

	1	2	3	4	5
18. RADIO TUNING AND ORIENTATION			X		
19. HOLDING				X	
20. INSTRUMENT APPROACH (ADF - 1)			X		
(VOR -)					
(Loc) (ILS - 1)				X	
(GCA -)					
21. MISSED APPROACH			X		
22. AREA ARRIVAL AND ATC PROCEDURES			X		
23. GO AROUND (BALKED LANDING 2)			X		
24. LANDING (CIRCLING MIN - 2)			X		
(NORMAL - 1)			X		
(CROSSWIND - 2 (8))			X		
(ZERO FLAP - 1)			X		
(ACCURACY/SPOT -)					
(STOL - 1)			X		
(NIGHT -)					
(ENGINE(S) OUT - 2)				X	
( )					
( )					
ADDITIONAL PROCEDURES/MANEUVERS:					
25. FUEL SYSTEM MANAGEMENT				X	
26.					
27.					
GENERAL COMPETENCY					
28. COMMAND ABILITY				X	
29. JUDGEMENT			X		
30. SMOOTHNESS AND COORDINATION				X	
31. ADHERENCE TO SOP			X		

Time Pilot Manipulated Flt Controls for Purpose of Flt Check: 2:17

Flight Time, This Pilot, Logged to Company ☑ Non-revenue: 2:17

ABOVE CHECK CERTIFIED ☑ SATISFACTORY ☐ UNSATISFACTORY

CHECK AIRMAN

COMMENTS: EXPLANATION OF GRADES 1 AND 5, PLUS ANY OTHER COMMENTS: SHOWS SOME WEAKNESS IN FUEL SYS. MANAGEMENT. NEED TO WORK ON COMMAN ABILITY. SHOULD BE POSITIVE IN DECISIONS AND ACTIONS. C. N. DRIVER RELEASED AS PIC AND RECOMMEND AN ADDITIONAL SPOT CHECK AFTER 100 HR PIC BUT NOT TO EXCEED 90 DAYS. ALSO RECOMMEND RESTRICTING PIC FROM THE FOLLOWING FIELDS WITHOUT SUPERVISORY PILOT UNTIL COMPLETION OF 100 HR P.I.C.:

V260 - V202 - V53

Acknowledged: [signature]

Date: 17 OCT. 71

MFD (REVIEW)	DATE	MFSD (REVIEW AND POSTING)	DATE
	18 Oct 197_		197_

(7)

DISTRIBUTION: 1 INDIV TNG FILE, VIA MFD; 2 MFSD RECORDS; 3 DFD, VIA MFSD

OP-373/R1 1 JULY 1970

C06117156
APPROVED FOR RELEASE DATE: 09-Dec-2013
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)
(b)(6)

RECD WAS AUG 27 1966

TO : Mr. C. N. Driver
First Officer, Flying Division
via MFD, GML, VPFO, DFD

DATE : August 22, 1966

REF.NO.: PND-ES-66/7095

Dear Mr. Driver :

This is to advise that you successfully completed your Probationary Period of employment with the Company on August 14, 1966.

[redacted]

for Director of Personnel

cc: P/File
Assistant for Personnel via MGDR, President
CAPD
D/RAD
PMBKK
E/S

PD-165

C06117159
APPROVED FOR RELEASE DATE: 09-Dec-2013

PILOT FLIGHT CHECK RECORD

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

DATE 10 SEP 197 1

NAME	CREW POSITION	BASE	FLT TIME	TYPE OF CHECK
C DRIVER	S/C	SGN	2:04	☒ Proficiency ☐ Evaluation ☒ Upgrading ☐ Recurrency ☐ Type Rating

AIRCRAFT TYPE	AIRCRAFT NO.	LOCATION	HOOD-INST	NIGHT	BLOCK TIME	GRADING LEGEND
VTB	997	SGN	1:45	—	2:20	1. Well Above Average 2. Above Average 3. Average 4. Below Average 5. Unsatisfactory

	1	2	3	4	5
1. EQUIPMENT TEST ORAL ☒ WRITTEN ☒ (25)			X		
2. PRE FLIGHT INSPECTION			X		
3. ENGINE STARTING PROCEDURES			X		
4. TAXIING			X		
5. ENGINE RUN UP			X		
6. PRE TAKE OFF CHECKS			X		
7. TAKEOFFS (NORMAL - 1)			X		
(CROSSWIND - 5) (6)			X		
(STOL -)					
(REJECTED - 1)			X		
(ENGINE FAILURE - 1)			X		
8. AREA DEPARTURE AND ATC PROCEDURES			X		
9. CLIMBS AND CLIMBING TURNS		X			
10. STEEP TURNS (45° BANK)			X		
11. STALLS - APPROACH TO STALLS		X			
12. MANEUVERING AT MINIMUM SPEED			X		
13. RAPID DESCENT AND PULL UP			X		
14. ENGINE FAILURE/FIRE - FEATHERING			X		
15. PROPELLER UNFEATHERING			X		
16. RECOVERY FROM UNUSUAL ATTITUDES					
17. SIMULATED EMERGENCIES:			X		
FIRES - HEATER, CARGO, CABIN		X			
SMOKE REMOVAL		X			
ELECTRICAL FAILURES - FIRES			X		
EMERGENCY DESCENT(S)			X		
HYDRAULIC SYSTEM FAILURE			X		
FUEL DUMPING N/A					
BRAKE FIRE			X		
EMERGENCY EVACUATION			X		
USE OF AIRBRAKES N/A					

	1	2	3	4	5
18. RADIO TUNING AND ORIENTATION			X		
19. HOLDING			X		
20. INSTRUMENT APPROACH (ADF - 1)			X		
(VOR -) (2)					
(ILS - 2)					
(GCA - 1)			X		
21. MISSED APPROACH					
22. AREA ARRIVAL AND ATC PROCEDURES					
23. GO AROUND (BALKED LANDING 1)			X		
24. LANDING (CIRCLING MIN - 1)			X		
(NORMAL - 1)			X		
(CROSSWIND - 6) (6)			X		
(ZERO FLAP -)					
(ACCURACY/SPOT -)					
(STOL -)					
(NIGHT -)					
(ENGINE(S) OUT - 1)					
( )					
( )					
ADDITIONAL PROCEDURES/MANEUVERS:					
25. H. P. STARTS			X		
26.					
27.					
GENERAL COMPETENCY			X		
28. COMMAND ABILITY				X	
29. JUDGEMENT			X		
30. SMOOTHNESS AND COORDINATION			X		
31. ADHERENCE TO SOP			X		
Time Pilot Manipulated Flt Controls for Purpose of Flt Check					2:20
Flight Time, This Pilot, Logged to Company as Non-revenue					2:20

ABOVE CHECK CERTIFIED ☒ SATISFACTORY ☐ UNSATISFACTORY

CHECK AIRMAN

COMMENTS: EXPLANATION OF GRADES 1 AND 5, PLUS ANY OTHER COMMENTS **Date of last physical : APR 1971**

S/C QUALIFIED – NEEDS ADF PRACTICE - RECOMEND 3 HOURS LINK
RECOMEND S/C FLIGHTS TO LEARN COUNTRY BEFORE IP TRAINING.

Acknowledged: [signature]

Date: 10 Sept 71

MED (REVIEW)	DATE	MFSD (REVIEW AND POSTING)	DATE
	11 Sep 1971		197

DISTRIBUTION: 1 INDIV TNG FILE, VIA MFD; 2 MFSD RECORDS; 3 DFD, VIA MFSD

OP-373/R1 1 JULY 1970

C06117161

APPROVED FOR RELEASE DATE: 09-Dec-2013

CLL

PI)T FLIGHT CHECK REC :D

(REF. CHAPTER IX, OPERATORS MANUAL)

DATE 16 NOV 1967

NAME	CREW POSITION	BASE	FLT TIME	TYPE OF CHECK
DRIVER, C.N.	PIC	LTE	2.2	☒ Proficiency ☐ Evaluation ☒ Upgrading ☐ Recurrency ☐ Type Rating

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME
PC-6A	N197X	LTE	1:50	-	2:38

GRADING LEGEND: 1. Well Above Average 2. Above Aaverage 3. Average 4. Below Average 5. Unsatisfactory

	1	2	3	4	5
1. EQUIPMENT TEST-ORAL ☒ WRITTEN ☐			X		
2. PRE-FLIGHT INSPECTION			X		
3. ENGINE STARTING PROCEDURES			X		
4. TAXYING			X		
5. ENGINE RUN-UP			X		
6. PRE TAKE-OFF CHECKS			X		
7. TAKEOFFS (NORMAL- 1) 2			X		
(CROSSWIND- 2)			X		
(STOL- 1)			X		
(REJECTED-)					
(ENGINE FAILURE-)					
8. AREA DEPARTURE AND ATC PROCEDURES			X		
9. CLIMBS AND CLIMBING TURNS			X		
10. STEEP TURNS (450 BANK)			X		
11. STALLS/APPROACH TO STALLS			X		
12. MANEUVERING AT MINIMUM SPEED			X		
13. RAPID DESCENT AND PULL-UP			X		
14. ENGINE FAILURE/FIRE-FEATHERING			X		
15. PROPELLER UNFEATHERING			X		
16. RECOVERY FROM UNUSUAL ATTITUDES			X		
17. SIMULATED EMERGENCIES:					
FIRES-HEATER, CARGO, CABIN			X		
SMOKE REMOVAL			X		
ELECTRICAL FAILURES-FIRES			X		
EMERGENCY DESCENT(S)			X		
HYDAULIC SYSTEM FAILURE			X		
FUEL DUMPING					
BRAKE FIRE			X		
EMERGENCY EVACUATION			X		
USE OF AIRBRAKES					

	1	2	3	4	5
18. RADIO TUNING AND ORIENTATION			X		
19. HOLDING			X		
20. INSTRUMENT APPROACH (ADF- 1)			X		
(VOR-)					
(ILS-)					
(GCA-)					
21. MISSED APPROACH			X		
22. AREA ARRIVAL AND ATC PROCEDURES			X		
23. GO AROUND (BALKED LANDING)			X		
24. LANDING (CIRCLING MIN- 1)			X		
(NORMAL- 1) 2			X		
(CROSSWIND- 2)			X		
(ZERO FLAP- 1)			X		
(ACCURACY/SPOT- 1)			X		
(STOL- 1			X		
(NIGHT-)					
(ENGINE(S) OUT-)					
( )					
( )					
ADDITIONAL PROCEDURES/MANEUVERS:					
25.					
26.					
27.					
GENERAL COMPETENCY					
28. COMMAND ABILITY			X		
29. JUDGEMENT			X		
30. SMOOTHNESS AND COORDINATION			X		
31. ADHERENCE TO SOP			X		

A. Time pilot manipulated flight controls for purpose of flight check	2	35
B. Flight time, this pilot, logged to company as non-revenue	2	35

ABOVE CHECK CERTIFIED ☒ SATISFACTORY ☐ UNSATISFACTORY

CHECK AIRMAN (b)(6)

COMMENTS: EXPLANATION OF GRADES 1 AND 5, PLUS ANY OTHER COMMENTS

LICENSE DATA: ATR A+777924 MEL, 20 JAN 66; COMM, FOR, SMEL, 707/720, C-123 PHYSICAL EXAM 10 JUNE 67

A GOOD AVERAGE RIDE, HAS GOOD AVIATION KNOWLEDGE AND FLYING ABILITY AND SHOULD BE ABOVE AVERAGE WITH A LITTLE MORE EXPERIENCE IN THE PC-6C.

MFD (REVIEW)	DATE 196___	MFT (REVIEW AND POSTING)	DATE 196___

DISTRIBUTION: 1 INDIV TNG FILE, VIA MFD; 2 MFT RECORDS; 3 DFD, VIA MFT

OP-373 17 JUN 66

C06117162

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION(S) (b)(6) (b)(6) CLU

JT FLIGHT CHECK RE[illegible]D

(REF. CHAPTER IX, OPERATORS MANUAL)

DUE JULY

DATE 17 AUGUST 1967

NAME	CREW POSITION	BASE	FLT TIME	TYPE OF CHECK
DRIVER, C.W.	S/C	VTE	1:23	☐ Upgrading ☒ Proficiency ☒ Recurrency ☐ Evaluation ☒ Type Rating

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND
C-1338	54-655	VTE	1:10	—	1:30	1. Well Above Average 2. Above Aaverage 3. Average 4. Below Average 5. Unsatisfactory

	1	2	3	4	5
1. EQUIPMENT TEST-ORAL ☒ WRITTEN ☐		X			
2. PRE FLIGHT INSPECTION			X		
3. ENGINE STARTING PROCEDURES			X		
4. TAXYING			X		
5. ENGINE RUN-UP			X		
6. PRE TAKE-OFF CHECKS			X		
7. TAKEOFFS (NORMAL— 1) 2			X		
(CROSSWIND— 2)			X		
(STOL—)					
(REJECTED—)					
(ENGINE FAILURE- 1)		X			
8. AREA DEPARTURE AND ATC PROCEDURES			X		
9. CLIMBS AND CLIMBING TURNS		X			
10. STEEP TURNS (450 BANK)			X		
11. STALLS/APPROACH TO STALLS			X		
12. MANEUVERING AT MINIMUM SPEED			X		
13. RAPID DESCENT AND PULL-UP		X			
14. ENGINE FAILURE/FIRE-FEATHERING		X			
15. PROPELLER UNFEATHERING		X			
16. RECOVERY FROM UNUSUAL ATTITUDES					
17. SIMULATED EMERGENCIES:					
FIRES-HEATER, CARGO, CABIN			X		
SMOKE REMOVAL			X		
ELECTRICAL FAILURES-FIRES		X			
EMERGENCY DESCENT(S)			X		
HYDAULIC SYSTEM FAILURE		X			
FUEL DUMPING			X		
BRAKE FIRE			X		
EMERGENCY EVACUATION			X		
USE OF AIRBRAKES			X		

	1	2	3	4	5
18. RADIO TUNING AND ORIENTATION			X		
19. HOLDING			X		
20. INSTRUMENT APPROACH (ADF— 1)			X		
(VOR—)					
(ILS—)					
(GCA—)					
21. MISSED APPROACH			X		
22. AREA ARRIVAL AND ATC PROCEDURES			X		
23. GO AROUND (BALKED LANDING)		X			
24. LANDING (CIRCLING MIN— 1) 2			X		
(NORMAL—)					
(CROSSWIND—)					
(ZERO FLAP— 1)			X		
(ACCURACY/SPOT—)					
(STOL —					
(NIGHT—)					
(ENGINE(S) OUT— 1)			X		
( )					
( )					
ADDITIONAL PROCEDURES/MANEUVERS:					
25.					
26.					
27.					
GENERAL COMPETENCY					
28. COMMAND ABILITY			X		
29. JUDGEMENT			X		
30. SMOOTHNESS AND COORDINATION			X		
31. ADHERENCE TO SOP				X	
					1:30
					1:30

ABOVE CHECK CERTIFIED ☒ SATISFACTORY ☐ UNSATISFACTORY

CHECK AIRMAN

COMMENTS: EXPLANATION OF GRADES 1 AND 5, PLUS ANY OTHER COMMENTS TOT TIME 6490 FAA PHYS CL-1 06-16-67. FAA MTR 477924 AMES MARTIN 202/VUS / COMM PRIV ASMEL BOEING 707/720 / FAIRCHILD C-123 - VERY Good FLIGHT. FAIRCHILD C-123 TYPE ISSUED ON THIS FLIGHT.

MFD (REVIEW)	DATE	MFT (REVIEW AND POSTING)	DATE
	15 AUG 196[illegible]		196

DISTRIBUTION: 1 INDIV TNG FILE, VIA MFD; 2 MFT RECORDS; 3 DFD, VIA MFT

OP-373 17 JUN 66

C06117163

APPROVED FOR RELEASE DATE: 09-Dec-2013

PILOT FLIGHT CHECK RECORD

(REF. CHAPTER IX, OPERATORS MANUAL)

(7) CVV

DATE 30 JUNE 1968

NAME	CREW POSITION	BASE	FLT TIME	TYPE OF CHECK
DRIVER, C.V.	CAPTAIN	VTE	1:53	☒ Proficiency ☐ Upgrading ☐ Recurrency ☐ Evaluation ☐ Type Rating

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME
PC-6	N196X	VTE	:	:	2:00

GRADING LEGEND: 1. Well Above Average 2. Above Aaverage 3. Average 4. Below Average 5. Unsatisfactory

	1	2	3	4	5
1. EQUIPMENT TEST-ORAL ☑ WRITTEN ☐			X		
2. PRE-FLIGHT INSPECTION			X		
3. ENGINE STARTING PROCEDURES			X		
4. TAXYING			X		
5. ENGINE RUN-UP			X		
6. PRE TAKE-OFF CHECKS			X		
7. TAKEOFFS (NORMAL–)					
(CROSSWIND– 1)			X		
(STOL– 2) 8			X		
(REJECTED– 3)			X		
(ENGINE FAILURE–)		X			
8. AREA DEPARTURE AND ATC PROCEDURES			X		
9. CLIMBS AND CLIMBING TURNS			X		
10. STEEP TURNS (450 BANK)			X		
11. STALLS/APPROACH TO STALLS			X		
12. MANEUVERING AT MINIMUM SPEED			X		
13. RAPID DESCENT AND PULL-UP			X		
14. ENGINE FAILURE/FIRE-FEATHERING ORAL			X		
15. PROPELLER UNFEATHERING ORAL			X		
16. RECOVERY FROM UNUSUAL ATTITUDES			X		
17. SIMULATED EMERGENCIES:					
FIRES-HEATER, CARGO, CABIN			X		
SMOKE REMOVAL			X		
ELECTRICAL FAILURES-FIRES			X		
EMERGENCY DESCENT(S)			X		
HYDAULIC SYSTEM FAILURE N/A					
FUEL DUMPING N/A					
BRAKE FIRE			X		
EMERGENCY EVACUATION			X		
USE OF AIRBRAKES N/A					

	1	2	3	4	5
18. RADIO TUNING AND ORIENTATION			X		
19. HOLDING			X		
20. INSTRUMENT APPROACH (ADF– 2)			X		
(VOR–)					
(ILS–)					
(GCA–)					
21. MISSED APPROACH 1			X		
22. AREA ARRIVAL AND ATC PROCEDURES			X		
23. GO AROUND (BALKED LANDING) 3			X		
24. LANDING (CIRCLING MIN– 1)			X		
(NORMAL–)					
(CROSSWIND–)					
(ZERO FLAP–)					
(ACCURACY/SPOT–)			X		
(STOL–) 8			X		
(NIGHT–)					
(ENGINE(S) OUT– 4)			X		
( )					
( )					
ADDITIONAL PROCEDURES/MANEUVERS:					
25. USE OF BETA MODE			X		
26.					
27.					
GENERAL COMPETENCY					
28. COMMAND ABILITY			X		
29. JUDGEMENT			X		
30. SMOOTHNESS AND COORDINATION			X		
31. ADHERENCE TO SOP			X		

ABOVE CHECK CERTIFIED ☑ SATISFACTORY ☐ UNSATISFACTORY

CHECK AIRMAN (b)(6)

COMMENTS: EXPLANATION OF GRADES 1 AND 5, PLUS ANY OTHER COMMENTS

(1) CAPT. DRIVERS KNOWLEDGE OF PC-6 A/C HAS IMPROVED REMARKABLY.

(25) BETA MODE & USE IS NO LONGER A MYSTRY TO DRIVER.

RELEASED FOR FURTHER UPCOUNTRY TRAINING

THIS WAS AN INTEREM CHECK.

	DATE	MFT (REVIEW AND POSTING)	DATE
	4 July 1968		196

DISTRIBUTION: 1 INDIV TNG FILE, VIA MFD; 2 MFT RECORDS; 3 DFD, VIA MFT

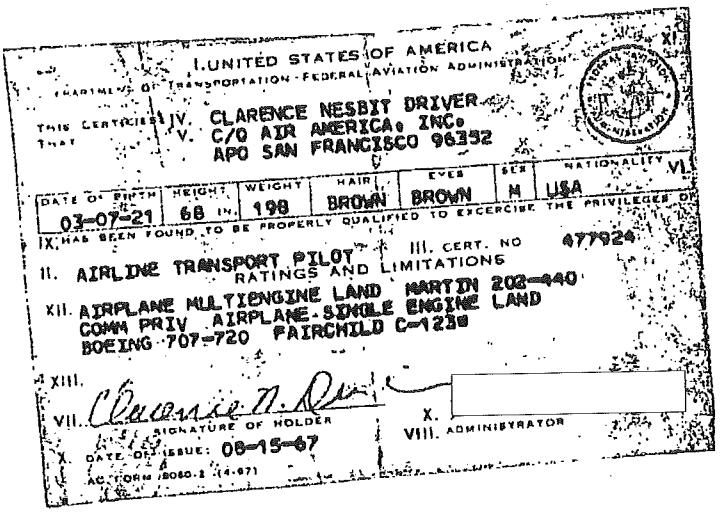
OP-373 17 JUN 66

C06117164

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

☐(b)(6)

DRIVER CN



I. UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

THIS CERTIFICATES IV. CLARENCE NESBIT DRIVER
THAT V. C/O AIR AMERICA, INC.
APO SAN FRANCISCO 96352

DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY VI.
03-07-21	68 IN.	198	BROWN	BROWN	M	USA

IX. HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXCERCISE THE PRIVILEGES OF

II. AIRLINE TRANSPORT PILOT III. CERT. NO 477924
RATINGS AND LIMITATIONS

XII. AIRPLANE MULTIENGINE LAND MARTIN 202-440
COMM PRIV AIRPLANE-SINGLE ENGINE LAND
BOEING 707-720 FAIRCHILD C-123B

XIII.
VII. Clarence N. Driver
SIGNATURE OF HOLDER
X. DATE OF ISSUE: 08-15-67
X.
VIII. ADMINISTRATOR

AC FORM 8060-2 (4-67)

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117165

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

AFR 55-22
AR 95-20
NAVAIRINST 3710.1A
DSAR 8210.1

8 October 1971

FORMAT FOR

REQUEST FOR APPROVAL OF CONTRACTOR FLIGHT CREWMEMBER

SUBJECT: Request for Approval of Contractor Flight Crewmember

TO: Government Flight Representative

I. I have verified the records of C.N.Driver (Crewmember's Name) and it is requested that he be approved as a (Crew Position) Co-Pilot for xxxxxxxxxx functional (delete one not appropriate) flights in C-123K type aircraft.

(Signature of Contractor's Requesting Official and Date)

1 Attachment
DD Form 1821

(Typed Name of Contractor's Requesting Official)

II. I certify that C.N. Driver (Date) has satisfactorily flown a proficiency flight check on 2 December 1971.

H Boyles

(Signature of Instr Pilot/Flt Examiner)

III. ✓ Approved

(Signature of Government Flight Representative)

____ Disapproved

(Type Name of Government Flight Representative)

31 Jan 72
(Date)

Attachment 2

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117166

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

PILOTS FLIGHT RECORD FORM

REVIEWED BY:	DATE
MHF9	10 JUNE66
CPO FILE	

NAME: DRIVER, C. N.

DATE: 8 JUNE & 9 JUNE, 1966

A/C TYPE/No. DC-3/ B-827

NOTE: SEE PAGE 4 FOR INSTRUCTIONS ON USE OF FORM.

HOOD TIME 1+10 INST. TIME _____ NIGHT TIME _____ TOTAL 5+49

1. ☐ PILOT IN COMMAND ☒ SECOND IN COMMAND
2. ☐ "FLIGHT EVALUATION" (PREVIOUS EXPERIENCE) - TO ESTABLISH:

FLIGHT TRAINING SYLLABUS

☒ INITIAL ☐ RECURRENT ☒ TRANSITION ☐ UPGRADING

3. ☐ "PROFICIENCY CHECK"
4. ☒ "INITIAL FLIGHT TRAINING" (NO PREVIOUS EXPERIENCE)

GROUP I

A. EXAMINATION ( ) OR BRIEFING SESSION ( )	3
B. PRE-FLIGHT INSPECTION	3
C. ENGINE STARTING PROCEDURES	3
D. TAXIING	3
E. ENGINE RUN-UP	3
F. PRE-TAKE-OFF CHECKS	3

GROUP II

A. NORMAL TAKE-OFF	3
B. CLIMBING TURNS	3
C. STALLS (APPROACHES)	3
D. SLOW FLIGHT MANEUVERS	3
E. STEEP TURNS (45°)	3
F. EMERGENCY DESCENT	3
G. RAPID DESCENT AND PULL-UP	4
H. ORIENTATION AND HOLDING	3
I. ENGINE OUT TAKE-OFF	

C06117166

APPROVED FOR RELEASE DATE: 09-Dec-2013

PILOTS FLIGHT RECORD FORM

REVIEWED BY:		DATE
CPO	FILE	

NAME: DRIVER, C.N.

DATE: 10 JUNE, 1966

A/C TYPE/No. DC-3, B-827

NOTE: SEE PAGE 4 FOR INSTRUCTIONS ON USE OF FORM.

HOOD TIME 0+20 INST. TIME _____ NIGHT TIME _____ TOTAL 1+30

1. ☐ PILOT IN COMMAND ☒ SECOND IN COMMAND
2. ☐ "FLIGHT EVALUATION" (PREVIOUS EXPERIENCE) - TO ESTABLISH:

FLIGHT TRAINING SYLLABUS

☐ INITIAL ☐ RECURRENT ☒ TRANSITION ☐ UPGRADING

3. ☒ "PROFICIENCY CHECK"
4. ☐ "INITIAL FLIGHT TRAINING" (NO PREVIOUS EXPERIENCE)

GROUP I

A. EXAMINATION (✓) OR BRIEFING SESSION (✓)	3
B. PRE-FLIGHT INSPECTION	3
C. ENGINE STARTING PROCEDURES	3
D. TAXIING	3
E. ENGINE RUN-UP	3
F. PRE-TAKE-OFF CHECKS	3

GROUP II

A. NORMAL TAKE-OFF	3
B. CLIMBING TURNS	3
C. STALLS (APPROACHES)	3
D. SLOW FLIGHT MANEUVERS	3
E. STEEP TURNS (45°)	3
F. EMERGENCY DESCENT	3
G. RAPID DESCENT AND PULL-UP	3
H. ORIENTATION AND HOLDING	3
I. ENGINE OUT TAKE-OFF	

C06117166
APPROVED FOR RELEASE DATE: 09-Dec-2013

GROUP III

A. Engine fire	3
B. Heater and cargo compartment fire: Smoke removal	3
C. Cabin fire: Smoke removal	3
D. Electrical fires and failures	3
E. Hydraulic system failure	2
F. Use of air brakes	3
G. Emergency descent (oral discussion of the two (2) types)	3
H. Fuel jettisoning	3
I. Propeller feathering procedure	3
J. Propeller unfeathering procedure	3

GROUP IV

A. ADF instrument approach	3
B. ILS instrument approach	N/A
C. VOR instrument approach	N/A
D. GCA and radar approach	N/A
E. Traffic control procedures	3
F. Landing - Normal ( )	2
G. Landing - Night ( )	N/A
H. Landing - Cross wind ( )	N/A
I. Landing - Zero flaps ( )	3
J. Landing - Engine(s) out ( )	N/A
K. Go around - engine out ( )	3
L. Landing - circling minimum conditions	3
M. Brake fire	N/A
N. Emergency evacuation	N/A
O. STOL Landing ( )	N/A

COMMENTS: Explanation of grades '1' and '5' to be entered here plus any other comments desired. Use additional blank page if more space required.
Considering Driver's Experience in the C-123, he has a good knowledge of aircraft systems and good aircraft control. He is aggressive and very thorough. Four Hours of ground examination and preflight made up the examination portion of this flight.

FLIGHT PROFICIENCY RECORD SECTION

Flight proficiency check satisfactorily completed and certified this date.
Crew member released for flight duty assignment.

(b)(6)

Date 8 July 1966.

Check Pilot

OPS-806

C06117167 ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6) (b)(6)

0522

TO : Clarence Driver

23 September 1971

FROM : CSY/VTE

CSY/VTE - 71-522

SUBJECT: Operation of Motor Vehicles by Americans

All American employees are obligated to comply with U.S. Mission AST Memorandum 72-006 which directs, in part, that all Americans :

A. Have all vehicles (Automobiles, trucks, motorcycles, motorscooters and motorbikes) registered in accordance with Lao Law.

B. Have a valid Lao driver's license in their possession whenever operating one of the foregoing vehicles. Persons between the age of 16 and 18 are prohibited from operating any of the foregoing vehicles without parents written permission. However, persons between the age of 12 and 18 may operate motorbikes, motorcycles and motorscooters when such are less than 49 cc.

C. Have insurance covering third party liability damage for all vehicles covered in paragraph "A" registered in the family name.

Your cooperation would be appriciated in answering the following questions and returning this memo to Security:



Signature

Vehicle descriptions and tag numbers (include 2-wheelers)

YEAR	MAKE	MODEL	COLOR	TAG NUMBER
1965	VW	Beetle	Grey	1097

Sold April 1973

If you have no vehicle, please so indicate

Insured by Manely's

Local Insurance Adjuster Manely's

Signature CM. Driver

184

APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6) Capt. DOC Hearing

175

FIRST OFFICER EVALUATION REPORT

Please judge First Officer on the qualities listed below. Each line is continuous scale, divided into spaces. Note that the lowest rating is not sub-divided, whereas the higher ratings are divided into two or three degrees. Place a check (✓) in space above the horizontal line (not on a dividing line) which most nearly expresses your judgment on each quality.

Descriptions beneath spaces are designed to convey as nearly the same meaning to all raters and employees as possible. All phrases beneath a particular space may not be pertinent to this individual. Purpose of descriptive phrases is to guide the rater, not necessarily to describe the individual completely.

NAME: Brown, C N STATION: DTE DATE: October TYPE EQUIPMENT: C123

ATTITUDE	ENTHUSIASTIC	✓ INTERESTED	GETS ALONG	INDIFFERENT
APPEARANCE	EXCELLENT	✓ SATISFACTORY	BELOW AVERAGE	POOR
KNOWLEDGE OF DUTIES	EXCELLENT	✓ SATISFACTORY	BELOW AVERAGE	POOR
PERFORMANCE OF DUTIES	EXCELLENT	✓ AVERAGE	BELOW AVERAGE	POOR
PAPER WORK	NEAT AND CORRECT	✓ ACCURATE HARD TO READ	NEAT BUT OFTEN MAKES ERRORS	NEEDS HELP
COMMAND ABILITY	ASSUMES COMMAND OF THE AIR-CRAFT & CREW AT ALL TIMES	✓ BETTER THAN MOST	SATISFACTORY BUT NEEDS MORE EXPERIENCE	POOR
ABILITY TO GET ALONG WITH OTHERS	EXCELLENT	✓ ABOVE AVERAGE CONSIDERATE OF OTHERS	TENDS TO ARGUE	ATTITUDE TOWARD OTHERS POOR
KNOWLEDGE OF FAA & COMPANY REGULATIONS/ PROCEDURES	EXCELLENT KNOWLEDGE OF ALL REGULATIONS AND PROCEDURES	✓ HAS GOOD KNOWLEDGE OF REGULATIONS AND PROCEDURES PERTAINING TO DUTIES, KNOWS WHERE TO FIND ANSWERS	BELOW AVERAGE, NOT SURE, REQUIRES EXCESSIVE TIME TO LOOK UP.	HAS LITTLE KNOWLEDGE OF REGULATIONS AND COMPANY PROCEDURES. NEEDS ASSIST-ANCE TO FIND CORRECT ANSWER

Dates of Last Three Landings and Takeoff's; 8 OcT 8 OcT 8 OcT

(To be filled in by CSS)

Remarks;

Capt. Signature;

OP-5/R1 (1 May 1969)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)
C06117169
APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117170 TPE

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

HOF211C

SUBJ VACANCY BID 71-41

REF TP886

1. THE FOLLOWING PILOTS HAVE BEEN CONTACTED BY TELEPHONE AND ARE NOT INTERESTED IN BIDDING ON THE SAIGON C-47 CAPTAIN AND FIRST OFFICER VACANCIES:

[redacted]

2. C. N. DRIVER SUBMITS BID FOR C-47 SAIGON CAPTAIN VACANCY.

3. THE FOLLOWING EMPLOYEES HAVE BEEN REPORTED BY RELATIVES TO BE IN THE FAR EAST OR ON THEIR WAY BACK TO THE FAR EAST:

[redacted]

4. [redacted] IS VISITING SOUTH AMERICA AND WILL NOT RETURN FOR APPROXIMATELY TWO WEEKS.

5. WE HAVE NOT BEEN able TO CONTACT THE REMAINING PILOTS LISTED ON TP886 AS YET. SINCE WESTERN UNION IS ON STRIKE, WE WILL SEND LETTERS TO ALL THE ONES WE ARE UNABLE TO CONTACT BY TELEPHONE. THIS WILL MOST LIKELY RESULT IN SOME NOT BEING ABLE TO BID PRIOR TO THE BIDDING DEADLINE.

MGDR WAS

NNNN

SENT WAS JUN 21 1971

APPROVED FOR RELEASE DATE: 09-Dec-2013

SUBJECT FILE COPY

C06117170 19 JUNE 1971 REC'D WAS JUN 19 1971

SUBJ VACANCY BID 71-41

1. THIS BID IS FOR FIVE CAPTAIN AND FOUR FIRST OFFICER VACANCIES IN THE C-47 PROGRAM AT SAIGON.

2. DUE TO THE SHORT NOTICE RECEIVED ON WHICH TO MAN THIS PROGRAM THE CLOSING DATE FOR COMPANY RECEIPT OF BIDS IS 0900Z 25 JUNE. FEPA CONCURS WITH THIS CLOSING DATE.

3. PLEASE CONTACT THE FOLLOWING PERSONNEL TO ADVISE THEM OF THESE VACANCIES AND TO SOLICIT THEIR BIDS IF INTERESTED. PLEASE FURTHER ADVISE THEM THAT ALL BIDS MUST BE IN THE HANDS OF ASSISTANT SYSTEM CHIEF PILOT - ADMINISTRATION, TAIPEI, BY THE ABOVE-MENTIONED DEADLINE.

[redacted]

DRIVER, C.N. - MRS. ALLENE DRIVER, [redacted]

[redacted]

[redacted]

(PART ONE OF THREE OF TP886)

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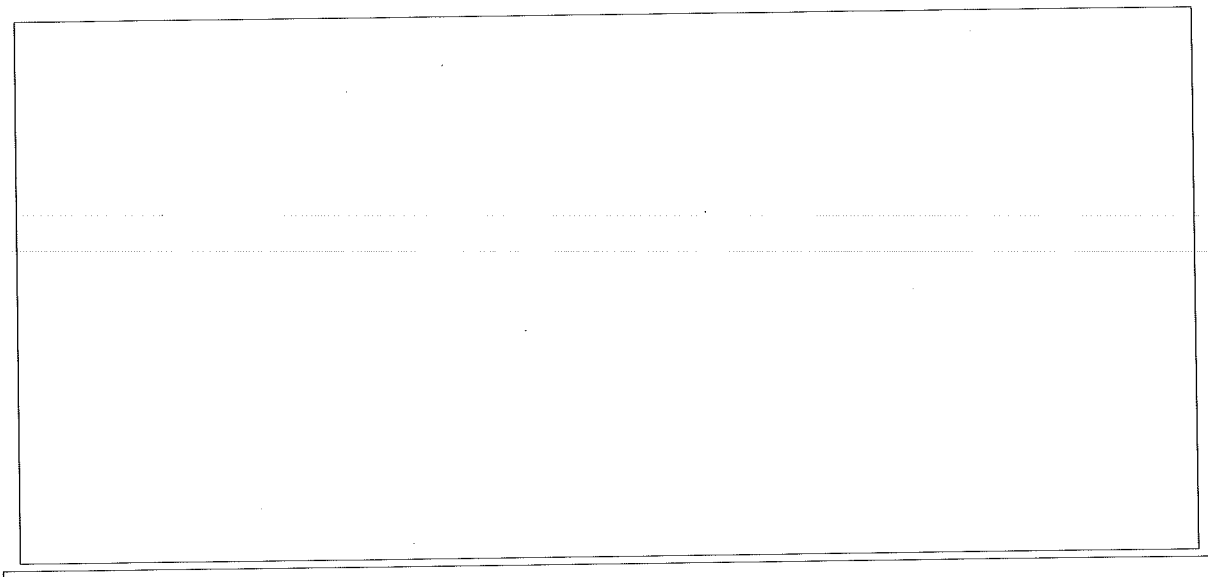
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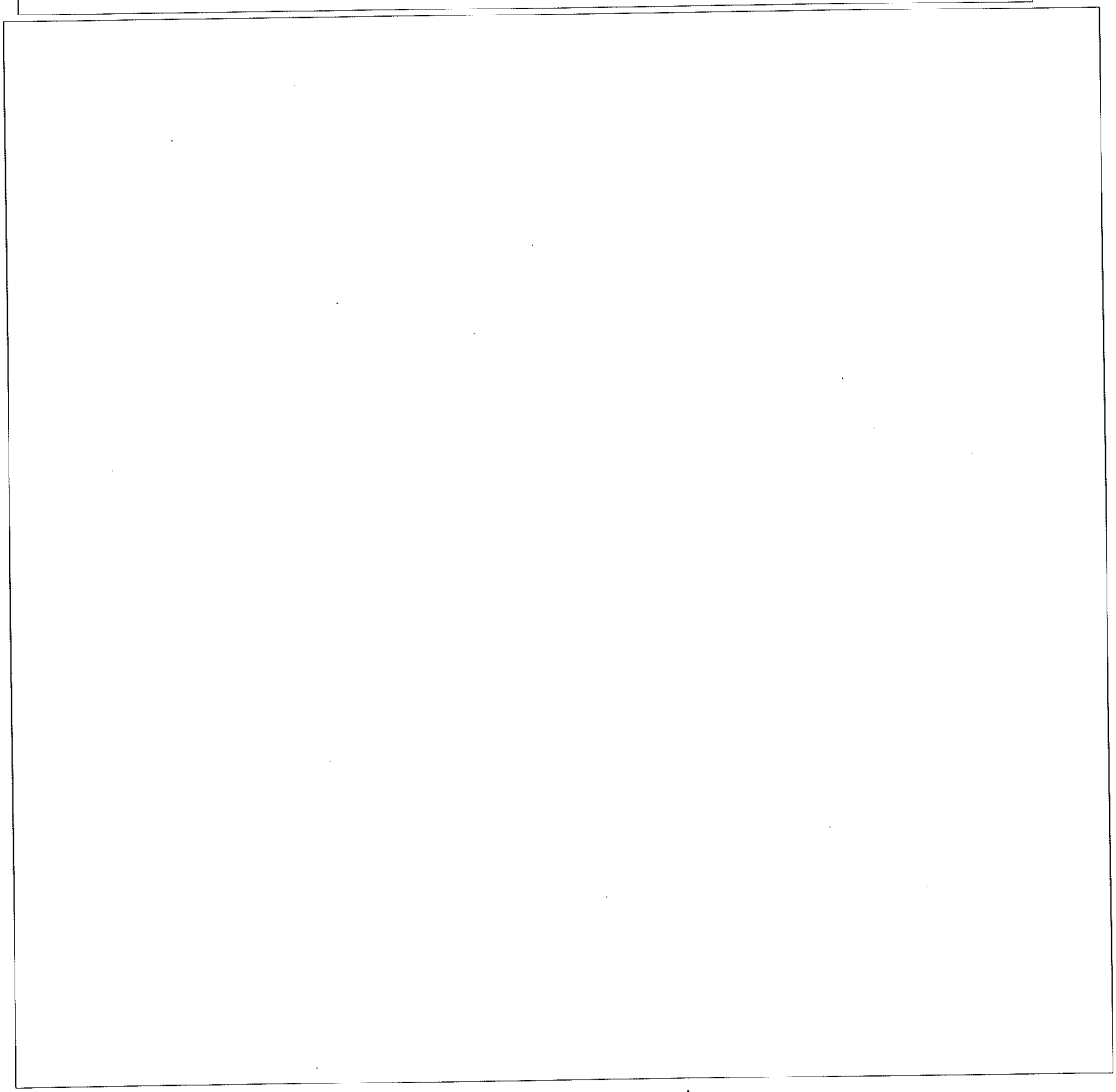
APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117170

APPROVED FOR RELEASE DATE:
09-Dec-2013

MGDR WAS



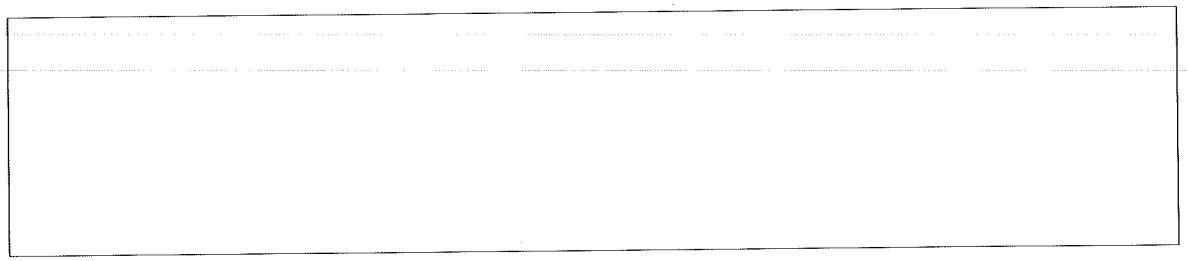


(PART TWO OF THREE OF TP886)

C06117170

NNNNO10

MGDR WAS



PRES TPE

(PART THREE OF THREE OF TP886)

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HO 191104

APPROVED FOR
RELEASE DATE:
09-Dec-2013

C06117171
APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

MEMORANDUM

REC'D WAS JUN 23 1971

TO : MGDR via President

DATE : JUN 18 1971

FROM : Director of Personnel

REF.NO. PND-RS- 71/0840

SUBJECT : Employee Proceeding to USA on Leave

This is to advise that the following employee will be proceeding to the United States on Leave:

NAME	:	**DRIVER, C. N.**
TITLE	:	**First Officer**
DEPARTMENT/DIVISION & BASE/STATION	:	**Flying Division/Vientiane**
LEAVE PERIOD APPROVED	:	**24 June - 27 July 1971**
NATURE OF LEAVE	:	**Combined Home Leave and Annual Vacation**
NAME OF AIRLINE	:	**Trans World Airlines**
COMPLETE ADDRESS IN USA	:	**c/o Mrs. Allene Driver**
TELEPHONE NUMBER IN USA		

REMARKS:

Director of Personnel

cc: P/File

PD-181

(b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION(S)(6)

FIRST OFFICER EVALUATION REPORT

Please judge First Officer on the qualities listed below. Each line is continuous scale, divided into spaces. Note that the lowest rating is not sub-divided, whereas the higher ratings are divided into two or three degrees. Place a check (✓) in space above the horizontal line (not on a dividing line) which most nearly expresses your judgment on each quality.

Descriptions beneath spaces are designed to convey as nearly the same meaning to all raters and employees as possible. All phrases beneath a particular space may not be pertinent to this individual. Purpose of descriptive phrases is to guide the rater, not necessarily to describe the individual completely.

NAME: DRIVER STATION: VIE DATE: July TYPE EQUIPMENT: 727-23

ATTITUDE	✓ ENTHUSIASTIC	INTERESTED	GETS ALONG	INDIFFERENT
APPEARANCE	EXCELLENT	✓ SATISFACTORY	BELOW AVERAGE	POOR
KNOWLEDGE OF DUTIES	EXCELLENT	✓ SATISFACTORY	BELOW AVERAGE	POOR
PERFORMANCE OF DUTIES	EXCELLENT	✓ AVERAGE	BELOW AVERAGE	POOR
PAPER WORK	✓ NEAT AND CORRECT	ACCURATE HARD TO READ	NEAT BUT OFTEN MAKES ERRORS	NEEDS HELP
COMMAND ABILITY	ASSUMES COMMAND OF THE AIR-CRAFT & CREW AT ALL TIMES	✓ BETTER THAN MOST	SATISFACTORY BUT NEEDS MORE EXPERIENCE	POOR
ABILITY TO GET ALONG WITH OTHERS	✓ EXCELLENT	ABOVE AVERAGE CONSIDERATE OF OTHERS	TENDS TO ARGUE	ATTITUDE TOWARD OTHERS POOR
KNOWLEDGE OF FAA & COMPANY REGULATIONS/ PROCEDURES	EXCELLENT KNOWLEDGE OF ALL REGULATIONS AND PROCEDURES	✓ HAS GOOD KNOWLEDGE OF REGULATIONS AND PROCEDURES PERTAINING TO DUTIES, KNOWS WHERE TO FIND ANSWERS	BELOW AVERAGE, NOT SURE, REQUIRES EXCESSIVE TIME TO LOOK UP.	HAS LITTLE KNOWLEDGE OF REGULATIONS AND COMPANY PROCEDURES. NEEDS ASSIST-ANCE TO FIND CORRECT ANSWER

Dates of Last Three Landings and Takeoff's; 13 July 72

(To be filled in by CSS)

Remarks;

Capt. Signature;

OP-5/R1 (1 May 1969)

C06117172
APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117173

(b)(6)

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

PERSONNEL DIVISION

ADVANCE NOTICE OF PERSONNEL ACTION

DATE: 18 May 1971

REF. NO.: FWD-23-71-1319

TO: THOSE CHECKED ON DISTRIBUTION

PLEASE BE ADVISED THAT THE FOLLOWING PERSONNEL ACTION IS BEING PROCESSED BY THE PERSONNEL DIVISION.

NAME	TITLE AND DEPT/DIV/OFFICE	LOC.	CODE	EFFECTIVE DATE RECOMMENDED	REMARKS
[redacted]	F/O FD	VTE	E	15 June-14 July 1971	
[redacted]	F/O FD	VTE	E	15 June-15 July 1971	
WEISSENBACK, E. J.	AFS TFC	VTE	D	20 Sep-19 Oct 1971	
[redacted]	AFS TFC	VTE	D	15 Sep-14 Oct 1971	
DRIVER, C. H.	Capt FD	VTE	E	20 June-20 July 1971	
[redacted]	F/O FD	VTE	E	24 June-27 July 1971	
	Inst Plt FD	VTE	D,E	15 May-14 June 1971	
	Capt FD	VTE	E	1 May-3 July 1971	
	F/O FD	VTE	E	15 June-31 July 1971	

CODE: A - SEPARATION; B - LWOP; C - M/S LWOP; D - ANNUAL LEAVE; E - ANNUAL VACATION/HOME LEAVE; F - EXTENDED SICK LEAVE; G - TRANSFER (PERMANENT CHANGE OF STATION)

DISTRIBUTION: (CHECK THOSE APPLICABLE PER CHECK LIST ON REVERSE SIDE)

- [ ] T/C'S OFFICE - TPE
- [ ] ASSISTANT TREASURER, TPE
- [X] CHIEF ACCOUNTS RECEIVABLE - TPE
- [ ] DIRECTOR, MAINTENANCE ACCOUNTING DIVISION, TNN
- [X] CHIEF, PAYROLL, TPE
- [X] CHIEF, PAYROLL-HKG VIA MGR ACCTG HKG
- [X] ACCOUNTING SUPERVISOR OF BASE/STATION(VTE)
- [X] INTERNAL AUDITOR, TPE
- [ ] SECRETARY, LEGAL COUNSEL, TPE
- [X] PERSONNEL MANAGER/REPRESENTATIVE(VTE)
- [ ] EMPLOYMENT MANAGER, TPE
- [ ] DIRECTOR OF SECURITY, TPE
- [ ] DIRECTOR COMMUNICATIONS DIVISION TPE
- [ ] SUPPLY SUPERVISOR, TPE
- [ ] CHIEF, MEDICAL DEPARTMENT, TPE
- [ ] GROUND TRANSPORTATION DIVISION, TPE/TNN
- [ ] STATION MANAGER/MANAGER AAL, HKG
- [X] P/FILE VIA ~~MANAGER R/S AND W/A TPE~~
- [ ] OTHER

SIGNED: Original signed by [redacted]

TITLE: M/RS

FORM 5690700

(b)(6)

[redacted] Plane - ASAP

FIRST OFFICER EVALUATION REPORT

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NAME: DRIVER, C STATION: VTE DATE: 29 MARCH 70 TYPE EQUIPMENT: C123K

ATTITUDE	✓ ENTHUSIASTIC	INTERESTED	GETS ALONG	INDIFFERENT
APPEARANCE	EXCELLENT	✓ SATISFACTORY	BELOW AVERAGE	POOR
KNOWLEDGE OF DUTIES	EXCELLENT	✓ SATISFACTORY	BELOW AVERAGE	POOR
PERFORMANCE OF DUTIES	EXCELLENT	✓ AVERAGE	BELOW AVERAGE	POOR
PAPER WORK	✓ NEAT AND CORRECT	ACCURATE HARD TO READ	NEAT BUT OFTEN MAKES ERRORS	NEEDS HELP
COMMAND ABILITY	ASSUMES COMMAND OF THE AIR-CRAFT & CREW AT ALL TIMES	✓ BETTER THAN MOST	SATISFACTORY BUT NEEDS MORE EXPERIENCE	POOR
ABILITY TO GET ALONG WITH OTHERS	EXCELLENT	✓ ABOVE AVERAGE CONSIDERATE OF OTHERS	TENDS TO ARGUE	ATTITUDE TOWARD OTHERS POOR
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Dates of Last Three Landings and Takeoff's; 29 MAR 70 29 MAR 70 29 MAR 70

(To be filled in by CSS) 29 MAR 70 29 MAR 70 29 MAR 70

Remarks;

Capt. Signat[redacted]

OP-5/R1 (1 May 1969)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)
APPROVED FOR RELEASE DATE: 09-Dec-2013
C06117174

(b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117175

FIRST OFFICER EVALUATION REPORT

Please judge First Officer on the qualities listed below. Each line is continuous scale, divided into spaces. Note that the lowest rating is not sub-divided, whereas the higher ratings are divided into two or three degrees. Place a check (✓) in space above the horizontal line (not on a dividing line) which most nearly expresses your judgment on each quality.

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NAME: DRIVER STATION: VTE DATE: 3 JAN 70 TYPE EQUIPMENT: C-123K

ATTITUDE	ENTHUSIASTIC ✓	INTERESTED	GETS ALONG	INDIFFERENT
APPEARANCE	EXCELLENT ✓	SATISFACTORY	BELOW AVERAGE	POOR
KNOWLEDGE OF DUTIES	EXCELLENT ✓	SATISFACTORY	BELOW AVERAGE	POOR
PERFORMANCE OF DUTIES	EXCELLENT ✓	AVERAGE	BELOW AVERAGE	POOR
PAPER WORK	NEAT AND CORRECT ✓	ACCURATE HARD TO READ	NEAT BUT OFTEN MAKES ERRORS	NEEDS HELP
COMMAND ABILITY	ASSUMES COMMAND OF THE AIR-CRAFT & CREW AT ALL TIMES ✓	BETTER THAN MOST	SATISFACTORY BUT NEEDS MORE EXPERIENCE	POOR
ABILITY TO GET ALONG WITH OTHERS	EXCELLENT ✓	ABOVE AVERAGE CONSIDERATE OF OTHERS	TENDS TO ARGUE	ATTITUDE TOWARD OTHERS POOR
KNOWLEDGE OF FAA & COMPANY REGULATIONS/ PROCEDURES	EXCELLENT KNOWLEDGE OF ALL REGULATIONS AND PROCEDURES ✓	HAS GOOD KNOWLEDGE OF REGULATIONS AND PROCEDURES PERTAINING TO DUTIES, KNOWS WHERE TO FIND ANSWERS	BELOW AVERAGE, NOT SURE, REQUIRES EXCESSIVE TIME TO LOOK UP.	HAS LITTLE KNOWLEDGE OF REGULATIONS AND COMPANY PROCEDURES. NEEDS ASSIST-ANCE TO FIND CORRECT ANSWER

Dates of Last Three Landings and Takeoff's; 27 JAN 70 28 JAN 70 28 JAN 70

(To be filled in by CSS)

Remarks; F.O DRIVER PERFORMS HIS DUTIES ON THE AVERAGE OF OTHER FIRST OFFICERS.

Capt. Signa

OP-5/R1 (1 May 1969)

C06117176
APPROVED FOR RELEASE DATE: 09-Dec-2013
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)
(b)(6)

OMB APPROVAL NO. 22-R0197

CONTRACTOR CREWMEMBER RECORD

NAME OF CREWMEMBER (First, last, middle initial)

Clarence Driver N

CONTRACTOR REPRESENTED (Name and address)

Air America, Inc.
Field Executive Office
APO 96239

IDENTIFY CREW POSITION

☐ TEST ☐ SUPPORT

☒ FUNCTIONAL Co-Pilot ☐ OTHER (Specify)

MISSION, DESIGN AND SERIES AIRCRAFT OR OTHER REQUIREMENT FOR THIS QUALIFICATION

C-123K

BASE OR LOCATION WHERE QUALIFICATION ACCOMPLISHED

Vientiane, Laos.

☐ INITIAL QUALIFICATION ☒ REQUALIFICATION

SECTION I-FLIGHT EXPERIENCE (Time to nearest hour)

FLYING TIME ABOVE TYPE JET 2702 HRS. TURBO PROP ____ HRS. RECIPROCATING ____ HRS. ROTARY ____ HRS.

TOTAL FLYING TIME 12,240

MISSION, DESIGN AND SERIES AIRCRAFT	PERIOD OF TIME	IP	1ST PILOT TOTAL	1ST PILOT WX	1ST PILOT HOOD	1ST PILOT NIGHT	COPILOT	AIRCRAFT COMMANDER	OTHER CREW MEMBERS (Specify)
	LAST 12 MOS						690		
C-123K	LAST 4 YRS		70:00	8:00	2:00	3:00	32:00		
	TOTAL		2670:00				2632:00		
	LAST 12 MOS								
	LAST 4 YRS								
	TOTAL								
	LAST 12 MOS								
	LAST 4 YRS								
	TOTAL								
	LAST 12 MOS								
	LAST 4 YRS								
	TOTAL								
	LAST 12 MOS								
	LAST 4 YRS								
	TOTAL								
	LAST 12 MOS								
	LAST 4 YRS								
	TOTAL								

SECTION II-FLIGHT CHECK (Instructor fill in remarks where applicable).

1. PREFLIGHT INSPECTION AND FORMS	Satisfactory	7. IN-FLIGHT EMERGENCY PROCEDURES	Satisfactory
2. EMERGENCY ESCAPE PROCEDURES	Satisfactory	8. PRELANDING CHECK, TRAFFIC PATTERN AND LANDINGS	Satisfactory
3. PRESTART COCKPIT PROCEDURE AND ENGINE START	Satisfactory	9. POSTFLIGHT INSPECTION	Satisfactory
4. COMMUNICATIONS AND TAXI PROCEDURES	Satisfactory	10. ACCOMPLISHMENT OF FORMS AND AIRCRAFT SECURITY	Satisfactory
5. PRETAKEOFF COCKPIT CHECK AND ENGINE RUNUP	Satisfactory	11. INSTRUMENT PROFICIENCY CHECK	Satisfactory
6. TAKEOFF AND FLIGHT PROCEDURES	Satisfactory	12. OTHER (Specify)	

DD FORM AUG 71 1821 REPLACES DD FORMS 1279 AND 1280, DTD SEP 59, WHICH ARE OBSOLETE.

C06117176
APPROVED FOR RELEASE DATE: 09-Dec-2013

SECTION III-ADDITIONAL REQUIREMENTS *(Fill in where applicable)*

REQUIREMENT	CHECKED BY	GRADE	DATE AND PLACE	HOURS
13. PHYSICAL EXAMINATION		I	11 April 1972, Vientiane, Laos.	
14. PHYSIOLOGICAL/ATTITUDE INDOCTRINATION	N/A			
15. PRESSURE SUIT TRAINING	N/A			
16. GROUND SCHOOL *(By Subject)*		100%	2 November 1971, Vientiane, Laos.	16:00
AIRCRAFT GENERAL			Ditto	
AIRCRAFT PREFLIGHT			Ditto	
AIRCRAFT EMERGENCY PROCEDURE			Ditto	
ENGINE SYSTEM			Ditto	
OXYGEN SYSTEM			Ditto	
AIR CONDITIONING PRESSURIZATION	N/A		N/A	
FUEL SYSTEM			N/A	
INSTRUMENT SYSTEM			N/A	
ELECTRICAL SYSTEM			N/A	
HYDRAULIC POWER SYSTEM			N/A	
UTILITY SYSTEM			N/A	
FLIGHT CONTROL SYSTEM			N/A	
AUTO PILOT SYSTEM			N/A	
ENGINE			N/A	
COMMUNICATIONS & NAVIGATION			N/A	
ROTARY SYSTEM			N/A	
OTHER REQUIREMENTS AS STATED IN APPROVED CONTR OPR PROCD				
17. QUESTIONNAIRE ON AIRCRAFT		96%	10 Sept. 1971, SGN	
18. FLIGHT SIMULATOR		I	31 May 1972, Vientiane, Laos.	2:00
19. SURVIVAL SCHOOL	N/A		N/A	
20. OTHER (SPECIFY)	N/A		N/A	

21. Have you ever had an aircraft accident *(as defined by FAR or military procedures)* or physiological reaction *(e.g. hypoxia, decompression sickness, hyperventilation, spatial disorientation)* as a pilot, or other crew member?_____ If yes, explain:_____

None

22. Have you ever been charged with a flying violation? If so, state the violation and circumstances.

Nones

SECTION IV-CERTIFICATIONS

I certify that I have read and understand all pertinent technical orders, handbooks, contractor's operating procedures, and pilot's operating instructions pertaining to the above aircraft.

DATE	SIGNATURE OF CREWMEMBER
	Clarence Wilson

The above named crewmember has demonstrated proficiency in, and has a satisfactory knowledge of C-123K MDS aircraft and has satisfactorily completed the flight requirements for the type of flight check indicated above, and is fully qualified in this type aircraft.

The checkout consisted of 1:55 hours dual, - hours solo, - landings from right *(or rear)* seat, and 4 landings from left *(or front)* seat.

DATE	BASE OR HOME STATION OF INSTRUCTOR	TYPED OR PRINTED NAME OF INSTRUCTOR
15 July 1972	Vientiane, Laos.	SIGNATURE OF INSTRUCTOR H Boyles

DD FORM AUG 71 1821

C06117176
APPROVED FOR RELEASE DATE: 09-Dec-2013

CERTIFICATION OF QUALIFICATION

This is to certify that C.N. Driver, Co-Pilot, FCF
(Name and Crew Position)
has satisfactorily completed the training or special qualification indicated hereon:

YEAR	TRAINING OR SPECIAL QUALIFICATIONS	DATE COMPLETED	CERTIFYING OFFICIAL
	GROUND PHASE		
1972	WRITTEN EXAMINATION	10 Sept. 1971	S.E. Anderson
	EMERGENCY PROCEDURES	Ditto	Ditto
	CONTRACTOR FLIGHT OPERATIONS PROCEDURES	Ditto	Ditto
	EGRESS TRAINING	Ditto	Ditto
	PHYSIOLOGICAL TRAINING	~~Ditto~~ N/A	~~Ditto~~ N/A
	OTHER (Specify)[1]		
	FLIGHT PHASE	N/A	N/A
	PROFICIENCY	2 Dec. 1971	H.H. Boyles
	INSTRUMENT	Ditto	Ditto
	OTHER (Specify)[1]		
	GROUND PHASE		
	WRITTEN EXAMINATION		
	EMERGENCY PROCEDURES		
	CONTRACTOR FLIGHT OPERATIONS PROCEDURES		
	EGRESS TRAINING		
	PHYSIOLOGICIAL TRAINING		
	OTHER (Specify)[1]		
	FLIGHT PHASE		
	PROFICIENCY		
	INSTRUMENT		
	OTHER (Specify)[1]		
	GROUND PHASE		
	WRITTEN EXAMINATION		
	EMERGENCY PROCEDURES		
	CONTRACTOR FLIGHT OPERATING PROCEDURES		
	EGRESS TRAINING		
	PHYSIOLOGICAL TRAINING		
	OTHER (Specify)[1]		
	FLIGHT PHASE		
	PROFICIENCY		
	INSTRUMENT		
	OTHER (Specify)[1]		
	GROUND PHASE		
	WRITTEN EXAMINATION		
	EMERGENCY PROCEDURES		
	CONTRACTOR FLIGHT OPERATING PROCEDURES		
	EGRESS TRAINING		
	PHYSIOLOGICAL TRAINING		
	OTHER (Specify)[1]		
	FLIGHT PHASE		
	PROFICIENCY		
	INSTRUMENT		
	OTHER (Specify)[1]		

[1] Formation, Refueling, Night or other special manouver requirements.

(b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

FIRST OFFICER EVALUATION REPORT

Please judge First Officer on the qualities listed below. Each line is continuous scale, divided into spaces. Note that the lowest rating is not sub-divided, whereas the higher ratings are divided into two or three degrees. Place a check (✓) in space above the horizontal line (not on a dividing line) which most nearly expresses your judgment on each quality.

Descriptions beneath spaces are designed to convey as nearly the same meaning to all raters and employees as possible. All phrases beneath a particular space may not be pertinent to this individual. Purpose of descriptive phrases is to guide the rater, not necessarily to describe the individual completely.

NAME: Driver, C. D. STATION: VTP DATE: 5 Nov 1969 TYPE EQUIPMENT: C123

ATTITUDE	ENTHUSIASTIC	X INTERESTED	GETS ALONG	INDIFFERENT
APPEARANCE	X EXCELLENT	SATISFACTORY	BELOW AVERAGE	POOR
KNOWLEDGE OF DUTIES	EXCELLENT	SATISFACTORY	X BELOW AVERAGE	POOR
PERFORMANCE OF DUTIES	EXCELLENT	AVERAGE	X BELOW AVERAGE	POOR
PAPER WORK	X NEAT AND CORRECT	ACCURATE HARD TO READ	NEAT BUT OFTEN MAKES ERRORS	NEEDS HELP
COMMAND ABILITY	ASSUMES COMMAND OF THE AIR-CRAFT & CREW AT ALL TIMES	BETTER THAN MOST	X SATISFACTORY BUT NEEDS MORE EXPERIENCE	POOR
ABILITY TO GET ALONG WITH OTHERS	EXCELLENT	X ABOVE AVERAGE CONSIDERATE OF OTHERS	TENDS TO ARGUE	ATTITUDE TOWARD OTHERS POOR
KNOWLEDGE OF FAA & COMPANY REGULATIONS/ PROCEDURES	EXCELLENT KNOWLEDGE OF ALL REGULATIONS AND PROCEDURES	HAS GOOD KNOWLEDGE OF REGULATIONS AND PROCEDURES PERTAINING TO DUTIES, KNOWS WHERE TO FIND ANSWERS	X BELOW AVERAGE, NOT SURE, REQUIRES EXCESSIVE TIME TO LOOK UP.	HAS LITTLE KNOWLEDGE OF REGULATIONS AND COMPANY PROCEDURES. NEEDS ASSIST-ANCE TO FIND CORRECT ANSWER

Dates of Last Three Landings and Takeoff's; 29 Oct 1969 29 Oct 1969 30 Oct 1969

(To be filled in by CSS) 29 Oct 1969 29 Oct 1969 30 Oct 1969

Remarks; Weak in instrument procedures. Sometimes uses poor judgment.

Capt. Signature;

OP-5/R1 (1 May 1969)

C06117177 APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117178
APPROVED FOR RELEASE DATE: 09-Dec-2013
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)
(b)(6)

MEETING OF
THE BOARD OF REVIEW

(Re: Clarence N. Driver)

Date of Missing: 7 March 1973

Date of Employment: 15 May 1966

A meeting of the Board of Review convened, pursuant to the provisions of the Company Personnel Manual, Chapter: "Termination", Section: "Benefits due to Death, Injury, Capture or Internment", Paragraph "E" at 1430 hours local, 23 March 1973.

In attendance were the following members of the Board:

[redacted] President, who presided as Chairman;
Vice President - Law;
Controller, and
[redacted], Director of Personnel, Secretary.

Also present were the following observers who were invited to express their opinions before the Board:

[redacted] Vice President Industrial Relations
Vice President Administration
Vice President, Flight Operations (Acting)
[redacted], Director Traffic Division
[redacted] Manager Employee Services and Benefits

At 1435L the Chairman convened the meeting and noted that the matter before the Board was Clarence N. Driver - First Officer, Vientiane.

The Board was advised that on 7 March 1973, First Officer Driver was performing duties as Second in Command of C123K-554524, Captain Ackley was Pilot in Command, [redacted] and [redacted] were the assigned Airfreight Dispatchers.

The aircraft departed Luang Prabang at 0808Z. Departure message was received at 0811Z estimating Ban Houie Sai at 0905Z. Cargo was manifested as 40 empty cargo pallets. No further communication was heard from the aircraft. Search and rescue attempts were unsuccessful and the aircraft wreckage was sighted and confirmed at QB 2398 at approximately 0430Z on 14 March 1973. Due to ground fire both SAR aircraft departed the wreckage area. Debrief of pilots indicate that the wreckage is confined to a 400 foot area and destroyed by impact and fire. No. apparent survivors and no parachutes were sighted in the area.

As of this date the crash site is still insecure and neither the recovery party nor the investigation team has been able to get to the aircraft crash area to perform the facet of recovery or investigation of this accident.

C06117178
APPROVED FOR RELEASE DATE: 09-Dec-2013

First Officer Driver has been declared "Missing" as of 7 March 1973.

The Board determined the following:

1. First Officer Driver is considered Missing as a direct result of the performance of his duties.

2. Missing compensation payments and other benefits from the period 8 March 1973 until further determined shall be made in accordance with MGDR Cable HOC143D of March 1973 utilizing the guidelines provided by the Department of Labor. Missing compensation will be payable to Mrs. C. N. Driver and to the dependent children in the percentages set forth in the War Hazards Act with 30% of the missing compensation being retained on Company books for the account of First Officer Driver.

3. The Company will continue to provide AILIFE dependent medical coverage. No deductions will be made for FICA.

APPROVED BY

[redacted]
Chairman

[redacted]
Member

[redacted]
Member

[redacted]
Secretary

cc: MGDR WAS via President
VP-L
Controller
Accident file
P file
Missing employee file
BOR file

(b)(6)

FIRST OFFICER EVALUATION REPORT

Please judge First Officer on the qualities listed below. Each line is continuous scale, divided into spaces. Note that the lowest rating is not sub-divided, whereas the higher ratings are divided into two or three degrees. Place a check (✓) in space above the horizontal line (not on a dividing line) which most nearly expresses your judgment on each quality.

Descriptions beneath spaces are designed to convey as nearly the same meaning to all raters and employees as possible. All phrases beneath a particular space may not be pertinent to this individual. Purpose of descriptive phrases is to guide the rater, not necessarily to describe the individual completely.

NAME: Driver, C.N. STATION: VIENTIANE DATE: 04 July 1969 TYPE EQUIPMENT: C123K

ATTITUDE		X		
	ENTHUSIASTIC	INTERESTED	GETS ALONG	INDIFFERENT
APPEARANCE		X		
	EXCELLENT	SATISFACTORY	BELOW AVERAGE	POOR
KNOWLEDGE OF DUTIES		X		
	EXCELLENT	SATISFACTORY	BELOW AVERAGE	POOR
PERFORMANCE OF DUTIES		X		
	EXCELLENT	AVERAGE	BELOW AVERAGE	POOR
PAPER WORK	X			
	NEAT AND CORRECT	ACCURATE HARD TO READ	NEAT BUT OFTEN MAKES ERRORS	NEEDS HELP
COMMAND ABILITY		X		
	ASSUMES COMMAND OF THE AIR-CRAFT & CREW AT ALL TIMES	BETTER THAN MOST	SATISFACTORY BUT NEEDS MORE EXPERIENCE	POOR
ABILITY TO GET ALONG WITH OTHERS		X		
	EXCELLENT	ABOVE AVERAGE CONSIDERATE OF OTHERS	TENDS TO ARGUE	ATTITUDE TOWARD OTHERS POOR
KNOWLEDGE OF FAA & COMPANY REGULATIONS/ PROCEDURES		X		
	EXCELLENT KNOWLEDGE OF ALL REGULATIONS AND PROCEDURES	HAS GOOD KNOWLEDGE OF REGULATIONS AND PROCEDURES PERTAINING TO DUTIES, KNOWS WHERE TO FIND ANSWERS	BELOW AVERAGE, NOT SURE, REQUIRES EXCESSIVE TIME TO LOOK UP.	HAS LITTLE KNOWLEDGE OF REGULATIONS AND COMPANY PROCEDURES. NEEDS ASSIST-ANCE TO FIND CORRECT ANSWER

Dates of Last Three Landings and Takeoff's; 28 June 1969 29 June 1969 30 June 1969

(To be filled in by CSS)

Remarks;

Capt. Signature;

OP-5/R1 (1 May 1969)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

C06117179

APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

FLIGHT OPERATIONS
PERSONAL INFORMATION BRIEF

APPROVED FOR RELEASE DATE: 09-Dec-2013

PHOTO

DATE 19 MAY '66

NAME DRIVER CLARENCE NESBIT (LAST / FIRST / MIDDLE) DATE OF BIRTH 7 MAR 21

PERMANENT ADDRESS (STREET) Los Angeles, Calif. (CITY / STATE) CITIZEN OF U.S.A.

MARITAL STATUS ☐ SINGLE ☒ MARRIED NO. CHILDREN 2 NATIONALITY: U.S.A.

DRIVER, CLARENCE NESBIT (LAST / FIRST / MIDDLE)

EDUCATION	NAME AND LOCATION OF SCHOOL	DATES ATTENDED	GRADUATE DEGREES	MAJOR SUBJECTS
HIGH SCHOOL	David Starr Jordan Los Angeles, Calif	1934-1940	yes	College Prep. math.
COLLEGE	Los Angeles City College Los Angeles, Calif.	1940-1942	none	math.
TRADE, BUSINESS OR CORRESPONDENCE SCHOOL, OTHER	Real Estate, Accounting, Money + Banking, Physochaly, and Business Adm. Electronics			

WHAT FOREIGN LANGUAGES DO YOU SPEAK FLUENTLY? none READ none WRITE none

U.S. MILITARY SERVICE (BRANCH) USAF FROM: 1942 TO: 1964 RANK: MAJOR MILITARY SPECIALTY Pilot

EMPLOYMENT HISTORY

POSITION	AIRLINE OR EMPLOYER	FROM	TO	DUTIES PERFORMED BY YOU
Chief Pilot	Ray Charles Int.	1964	1966	Flying, minor maint, scheduling etc.
USAF Pilot	USAF	1942	1964	normal military flying duties.

GROUND SCHOOL RECORD

TRAINING HISTORY

SCHOOL	LOCATION	A/C	DATE
Calif. Time Airline	BUR.	M-404	1965
USAF - Castle AFB, Calif	"	KC135	1960
"	"	KC135 Inst.	1960

CURRENT QUALIFICATIONS

TYPE	AIRCRAFT
PILOT M-404	M-404 1202
ENGINEER	
NAVIGATOR	
DISPATCHER	
FLIGHT ATTENDANT	

A WET DITCHING DRILL WAS COMPLETED ON DATE: 1960

SIGNATURE Clarence N. Driver

C06117180
APPROVED FOR RELEASE DATE: 09-Dec-2013

PILOT DATA AND FLIGHT TIME RT

mployee umber	Name Clarence N Driver	Position First officer	Date 19 May 66
ome Street ddress City		State Country Los Angeles Cal. U.S.A.	

ate of Birth 7 Mar 21	Place of Birth Phoenix Ariz	Citizenship USA	Nationality USA	Marital Status Married	Number of Children 2	
ears of ollege 2+	Type of Degree NONE	College Major Math	Military Service YES	Rank or Rate Major	Years of Service 23	
ilitary USAF pecialty Pilot	Language Read	Write NONE	Speak	Passport Number	Issue Date 7 MAR 66 Place LA Angeles Calif	

AIRMAN CERTIFICATES (ATR, Commercial, Inst.)

License	Pilot Ratings	Number	Type Ratings	Issued By	Date
ATR	SMEL	477924	M-404/212	FAA USA	27 Jul 65

PILOT FLIGHT RECORD

Type of Aircraft	Military PIC	Military SIC	Military Total	Civil Flight Time PIC	Civil Flight Time SIC	Civil Flight Time Total	Company PIC	Company SIC	Company Total	Total Night	Total Inst.
KC-135	1077	50	1127								
KC-97	840	510	1350								
R-50	398	198	596								
C-47	243	241	484								
C-46	75	33	108								
B-25	224	11	235								
C-45	58	48	106								
P-40	12	—	12								
P-39	150	—	150								
P-47	25	—	25								
P-51	525	—	525								
T-33 Jet	55	—	55								
T-6	260	—	260								
BT-13	55	—	55								
Steer Mom	30	—	30								
Cessna 310				325		325					
Martin 404				500		500					
Total			—	825		825					
Single Eng Prop	1057										
Twin Eng Prop	1425	338		825							
Single Eng Jet	55										
Eng Prop	1238	708									
Multi-Eng Jet	1077	50									
Turbo Prop											
Sea Plane											
Lite H'cptr P											
Med/Hvy H'cptrP											
Turbin H'cptr											
Total											

Date of Employment: 15 May 66
Company Assignment: Vientiene

Flight time last 6 mos. 160
Totals current as of 4 Jan 632

C06117180
APPROVED FOR RELEASE DATE: 09-Dec-2013

PILOT DATA AND FLIGHT RECORD

Employee Number	Name	Position	Date
	Clarence N. Driver	First Officer	19 May. 66

Home Street Address City	State Country
	Los Angeles Calif

Date of Birth	Place of Birth	Citizenship	Nationality	Marital Status	Number of Children
7 MAR 21	Phoenix Ariz	USA	USA	Married	2

Years of College	Type of Degree	College Major	Military Service	Rank or Rate	Years of Service
2+	none	Math	yes	MAJOR	23

Military Speciality	Language Read	Write	Speak	Passport Number	Issue Date / Place
USAF Pilot	NONE				7 MAR 66 Los Angeles Calif

AIRMAN CERTIFICATES (ATR, Commercial, Inst.)

License	Pilot Ratings	Number	Type Ratings	Issued By	Date
ATR	SEL-MEL	477924	M-404/202	FAA USA	27 July '65

PILOT FLIGHT RECORD

Type of Aircraft	Military PIC	Military SIC	Military Total	Civil Flight Time PIC	Civil Flight Time SIC	Civil Flight Time Total	Company PIC	Company SIC	Company Total	Total Night	Total Inst.
C-135	1077	50	1127								
KC-97	840	510	1350								
B-50	398	198	596								
C-47	243	241	484								
C-46	75	33	108								
B-25	224	11	235								
C-45	58	48	106								
P-40	12	—									
P-39	150	—									
P-47	25	—									
P-51	525	—									
T-33 Jet	55	—									
T-6	260	—									
AT-13A	55	—									
Sheer Mun	30	—									
Cessna 310				325		325					
Martin 404				500		500					
Total											
Single Eng Prop	1057										
Twin Eng Prop	1425	333		825							
Single Eng Jet	55										
Eng Prop	1238	708									
Multi-Eng Jet	1077	50									
Turbo Prop											
Sea Plane											
Site H'cptr P											
Med/Hvy H'cptrP											
Turbin H'cptr											
Total											

Date of Employment: 15 MAY. 66
Company Assignment: Vientiene

Flight time last 6 mos. 160
Totals current as of 4831

Total Flight Time for This Year before Employment

C06117181

(b)(6)

8 October 1921

AFR 55-22
AR 95-20
NAVAIRINST 3710.1A
DSAR 8210.1

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FORMAT FOR

REQUEST FOR APPROVAL FOR QUALIFICATION TRAINING

SUBJECT: Request for Government Approval for Aircrew Qualification and Training

TO: Government Flight Representative

I. Name C.N. Driver Crew Position Co-Pilot

Aircraft C-123K Date of Birth 7 March 1921

Security Clearance - FAA Rating ATR

II. Provide a resume of education background. (High school, name and location; college or university name, location and degree obtained; flight school and date completed; test pilot school and date completed; and special profesional schools.)

III. Have you ever served in any branch of the US Military Service?

Yes If so, state: Branch U.S. Air Force

Service Dates: From 1942 To 1964

Last Location Mather AFB, California

Highest Rank Major SSAN [redacted] Aero Rating Pilot

Are you now a member of the Reserves or National Guard? None

If yes, state: Branch N/A Present Rank N/A

IV. Provide a resume of experience in the flight test field. Include both engineering and aircrew experience by project, type of aircraft, and hours flown.

FLIGHT PHASE

V. I certify that I have read and understand all of the contractor's procedures and directives pertinent to the accomplishment of my assigned duty.

Clarence N. Driver

(Aircraft Signature)

APPROVED FOR RELEASE DATE: 09-Dec-2013

C[illegible] APPROVED FOR RELEASE DATE: 09-Dec-2013

ROUTE/LINE CHECK RECORD

(REF. CHAPTER IX, OPERATORS MANUAL)

(b)(6)

DATE: 22 SEPT 1969

NAME	POSITION	BASE	ACFT TYPE	ACFT NO.	CERTIFICATION:
DRIVER C.N.	PIC	VTE	C-123K	556	☒ ROUTE QUALIF. ☐ LINE CHECK
ROUTE		HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND: 1. Well Above Average 2. Above Average 3. Average 4. Below Average 5. Unsatisfactory
LOS LS20A LZZ LOS				4+55	

	1	2	3	4	5
1. ANALYSIS OF WEATHER			X		
2. FLIGHT PLANNING				X	
3. PRE FLIGHT INSPECTION			X		
4. COCKPIT PROCEDURE			X		
5. ENGINE STARTING PROCEDURES			X		
6. TAXYING			X		
7. USE OF BRAKES			X		
8. ENGINE RUN-UP			X		
9. PRE-DEPARTURE PROCEDURES				X	
10. TAKE-OFF PROCEDURES			X		
11. CLIMB PROCEDURES				X	
12. ADHERENCE TO ATC INSTRUCTIONS					
13. DEPARTURE-KNOWLEDGE OF:					
A. AIRPORT LAYOUT AND FACILITIES			X		
B. DEPARTURE PROCEDURES				X	
C. AREA TERRAIN AND HAZARDS				X	
D. MINIMUM SAFE FLIGHT LEVELS.				X	
E. NAV AIDS			X		
F. POSITION REPORTING POINTS			X		
G.					
14. ABILITY TO:					
A. MAINTAIN ASSIGNED ALTITUDE				X	
B. TUNE AND IDENTIFY NAV FACILITIES				X	
C. TRACK ON SELECTED NAV FACILITIES					X
D. RECOGNIZE STATION PASSAGE				X	
E. MAP READ AND INTERPRET NAV CHARTS				X	
F. NAVIGATE BY DEAD RECKONING				X	
G.					
H.					

	1	2	3	4	5
15. ENROUTE & ARR. KNOWLEDGE OF:					
A. ROUTE, TERRAIN AND HAZARDS					X
B. COMMUNICATIONS PROCEDURES				X	
C. AREA TERRAIN AND HAZARDS					X
D. AREA ARRIVAL PROCEDURES				X	
E. HOLDING PROCEDURES					
F. INSTRUMENT APPROACH PROCEDURES					
G. AIRPORT LAYOUT AND FACILITIES					
H.					
16. LANDINGS					X
17. AIRPORT ENTRY:					

LOCATION:	TYPE APP.:

	1	2	3	4	5
18. APPEARANCE				X	
19. CUSTOMER RELATIONS				X	
20. CREW COORDINATION				X	
21. ATTENTION TO PASSENGER COMFORT				X	
22. RESPONSE TO UNUSUAL SITUATIONS					X
23. ATTENTION TO DUTIES				X	
24. KNOWLEDGE OF DIRECTIVES AND FAR'S				X	
25. PLANNING					X
26. KNOWLEDGE OF EQUIPMENT				X	
27. STANDARDIZATION				X	
28. JUDGMENT					X

ABOVE CHECK CERTIFIED ☐ SATISFACTORY ☒ UNSATISFACTORY

CHE[illegible]

COMMENTS AND EXPLANATION OF GRADES 1 AND 5:

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

	DATE	MFSD (REVIEW AND POSTING)	DATE
	25 1969		19 —

OP-375 5 AUG 67

DISTRIBUTION: 1. INDIV TNG FILES, VIA MFD; 2. MFSD RECORDS; 3. DFD

C06117182
APPROVED FOR RELEASE DATE: 09-Dec-2013

COMMENTS

DRIVER

The takeoff and climb out from L08 to L16 was normal. Capt. Driver headed out on a mag course of 348° at an altitude of 8500 ft. The weather at L16 was reported to be 5000 overcast and 10 miles visibility with a large hole north west of the field.

After flying on this heading for about 30 minutes I asked Capt. Driver where he was going? He said I am going to L16. I then asked how are you going to get there? He replied there is supposed to be a hole north west of the field. I asked if he knew where he was? He said no not exactly we are above an overcast. I then said look at the TACAN it is setting on channel 113 and is reading 265° at 32 miles. He said yes I know. I then said what is the radial and distance from Skyline to L16? He said I don't know. I then gave him a plotter and map and asked him to plot it.

I then took over the aircraft and turned south towards L16. After a few minutes Capt. Driver said the radial is 060° at 29 miles. I said you mean L16 is north east of Skyline? He said no south west. I then asked him to take over the controls and take me to L16. He took the controls and turned to a heading of 060°. I then took the aircraft over and headed back south of L16.

I gave the aircraft back to Capt. Driver on the downwind leg. He made a normal approach but left the power on and landed about halfway down the runway.

I advised him to land at the first 100 ft. of the runway because many of our strips are short and he should practice for them.

Capt. Driver said the DFD told me if I ever land short again I will be in real trouble so I am going to make sure this never happens.

This portion of our schedule took one hour and thirty five minutes. It normaly should take thirty minutes.

Larry

C06117183

APPROVED FOR RELEASE DATE: 09-Dec-2013

ROUTE/LINE CHECK RECORD

(REF. CHAPTER IX, OPERATORS MANUAL)

(b)(6)

DATE: 21 SEPT 1969

NAME	POSITION	BASE	ACFT TYPE	ACFT NO.	CERTIFICATION:
DRIVER CN	PIC	VTE	C-123K	545	☒ ROUTE QUALIF. ☐ LINE CHECK
ROUTE		HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND: 1. Well Above Average 2. Above Average 3. Average 4. Below Average 5. Unsatisfactory
LOS L11 LOS T-10 LOS				7+44	

	1	2	3	4	5
1. ANALYSIS OF WEATHER			X		
2. FLIGHT PLANNING					X
3. PRE FLIGHT INSPECTION			X		
4. COCKPIT PROCEDURE			X		
5. ENGINE STARTING PROCEDURES			X		
6. TAXYING			X		
7. USE OF BRAKES			X		
8. ENGINE RUN-UP			X		
9. PRE-DEPARTURE PROCEDURES				X	
10. TAKE-OFF PROCEDURES			X		
11. CLIMB PROCEDURES			X		
12. ADHERENCE TO ATC INSTRUCTIONS				X	
13. DEPARTURE-KNOWLEDGE OF:					
A. AIRPORT LAYOUT AND FACILITIES			X		
B. DEPARTURE PROCEDURES				X	
C. AREA TERRAIN AND HAZARDS					X
D. MINIMUM SAFE FLIGHT LEVELS				X	
E. NAV AIDS					X
F. POSITION REPORTING POINTS			X		
G.					
14. ABILITY TO:					
A. MAINTAIN ASSIGNED ALTITUDE			X		
B. TUNE AND IDENTIFY NAV FACILITIES				X	
C. TRACK ON SELECTED NAV FACILITIES					X
D. RECOGNIZE STATION PASSAGE			X		
E. MAP READ AND INTERPRET NAV CHARTS				X	
F. NAVIGATE BY DEAD RECKONING				X	
G.					
H.					

	1	2	3	4	5
15. ENROUTE & ARR. KNOWLEDGE OF:					
A. ROUTE, TERRAIN AND HAZARDS				X	
B. COMMUNICATIONS PROCEDURES			X		
C. AREA TERRAIN AND HAZARDS				X	
D. AREA ARRIVAL PROCEDURES				X	
E. HOLDING PROCEDURES					
F. INSTRUMENT APPROACH PROCEDURES					
G. AIRPORT LAYOUT AND FACILITIES					
H.					
16. LANDINGS					
17. AIRPORT ENTRY:					

LOCATION:	TYPE APP.:

	1	2	3	4	5
18. APPEARANCE					
19. CUSTOMER RELATIONS				X	
20. CREW COORDINATION				X	
21. ATTENTION TO PASSENGER COMFORT					
22. RESPONSE TO UNUSUAL SITUATIONS					X
23. ATTENTION TO DUTIES					X
24. KNOWLEDGE OF DIRECTIVES AND FAR'S				X	
25. PLANNING					X
26. KNOWLEDGE OF EQUIPMENT				X	
27. STANDARDIZATION				X	
28. JUDGMENT					X

ABOVE CHECK CERTIFIED ☐ SATISFACTORY ☒ UNSATISFACTORY

CHECK AIRMAN

COMMENTS AND EXPLANATION OF GRADES 1 AND 5:

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

	DATE	MFSD (REVIEW AND POSTING)	DATE
	J 25 1969		19 ___

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OP-375 5 AUG 67

C06117184

(b)(6)

APPROVED FOR RELEASE DATE: 09-Dec-2013

RC TE/LINE CHECK RECORD

(REF CHAPTER IX OPERATORS MANUAL)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

DATE: 8 JULY 19 68

NAME	POSITION	BASE	ACFT TYPE	ACFT NO.	CERTIFICATION:
DRIVER C.N.	CAPT.	VTE	PC-6	N196X	☐ ROUTE QUALIF. ☑ LINE CHECK

ROUTE	DAY/INST	NIGHT	BLOCK TIME	GRADING LEGEND:
LS20/LS20A/LS8N/LS28/LS6/LS4/LS11N/LS20	0:50	0:18	5:04	1. Well Above Average 2. Above Average 3. Average 4. Below Average 5. Unsatisfactory

	1	2	3	4	5
1. ANALYSIS OF WEATHER			X		
2. FLIGHT PLANNING			X		
3. PRE FLIGHT INSPECTION			X		
4. COCKPIT PROCEDURE			X		
5. ENGINE STARTING PROCEDURES			X		
6. TAXYING				X	
7. USE OF BRAKES			X		
8. ENGINE RUN-UP		X			
9. PRE-DEPARTURE PROCEDURES			X		
10. TAKE-OFF PROCEDURES		X			
11. CLIMB PROCEDURES			X		
12. ADHERENCE TO ATC INSTRUCTIONS			X		
13. DEPARTURE-KNOWLEDGE OF:					
A. AIRPORT LAYOUT AND FACILITIES			X		
B. DEPARTURE PROCEDURES			X		
C. AREA TERRAIN AND HAZARDS			X		
D. MINIMUM SAFE FLIGHT LEVELS			X		
E. NAV AIDS			X		
F. POSITION REPORTING POINTS			X		
G.					
14. ABILITY TO:					
A. MAINTAIN ASSIGNED ALTITUDE			X		
B. TUNE AND IDENTIFY NAV FACILITIES			X		
C. TRACK ON SELECTED NAV FACILITIES			X		
D. RECOGNIZE STATION PASSAGE			X		
E. MAP READ AND INTERPRET NAV CHARTS			X		
F. NAVIGATE BY DEAD RECKONING			X		
G.					
H.					

	1	2	3	4	5
15. ENROUTE AND ARRIVAL-KNOWLEDGE OF:					
A. ROUTE, TERRAIN AND HAZARDS			X		
B. COMMUNICATIONS PROCEDURES			X		
C. AREA TERRAIN AND HAZARDS			X		
D. AREA ARRIVAL PROCEDURES			X		
E. HOLDING PROCEDURES			X		
F. INSTRUMENT APPROACH PROCEDURES			X		
G. AIRPORT LAYOUT AND FACILITIES			X		
H.					
16. LANDINGS			X		
17. AIRPORT ENTRY:					
LOCATION: LS20A — TYPE APPROACH: ADF			X		
LOCATION: LS20 — TYPE APPROACH: ADF			X		
18. APPEARANCE				X	
19. CUSTOMER RELATIONS		X			
20. CREW COORDINATION				X	
21. ATTENTION TO PASSENGER COMFORT		X			
22. RESPONSE TO UNUSUAL SITUATIONS				X	
23. ATTENTION TO DUTIES				X	
24. KNOWLEDGE OF DIRECTIVES AND FAR'S				X	
25. PLANNING				X	
26. KNOWLEDGE OF EQUIPMENT				X	
27. STANDARDIZATION		X			
28. JUDGMENT				X	

ABOVE CHECK CERTIFIED ☑ SATISFACTORY ☐ UNSATISFACTORY

CHECK AI

COMMENTS AND EXPLANATION OF GRADES 1 AND 5:

#6. TAXIED TO FAST AT LS 20 & LS20A, CORRECT SAFE SPEED DEMONSTRATED. #8 & 10 USES CHECKLIST AT ALL TIMES USES F/F CHART FOR EVERY TAKE OFF. DRIVER IS AN AVERAGE PORTER PILOT. HIS CUSTOMER RELATIONS IS OUTSTANDING. A MUCH IMPROVED S.T.O.L. PILOT.

MFD (RE	DATE	MFSD (REVIEW AND POSTING)	DATE
	12 JULY 19 68		19 —

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OP-375 (Proposed) 5 August 1967

OP-373 17 JUN 66

C06117186

APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

R[illegible]TE/LINE CHECK RECORD

(REF. CHAPTER IX, OPERATORS MANUAL)

CLV

DATE 19 Dec 19 67

NAME	POSITION	BASE	ACFT TYPE	ACFT NO.	GRADING LEGEND: 1. Well Above Average 2. Above Average 3. Average 4. Below Average 5. Unsatisfactory
DRIVER C	Capt	VTE	PC6C	196K	

ROUTE	HOOD	INSTRUMENT	NIGHT	FLIGHT TIME	BLOCK TIME
LS20A/LS170 LS213/LS26/S-19 LS161/LS20A	:	:	:	3 :03	3 :10

1. ANALYSIS OF WEATHER CHARACTERISTICS	3
2. FLIGHT PLANNING (WT & BAL, CO. FORMS, FUEL, ETC)	3
3. VISUAL EXTERNAL/INTERNAL INSPECTION	3
4. COCKPIT PROCEDURE (CHECK LISTS, SOP, ETC)	2
5. STARTING	3
6. TAXYING	3
7. USE OF BRAKES	3
8. ENGINE RUN-UP AND INSTRUMENT CHECK	2
9. ADHERENCE TO ATC INSTRUCTIONS	-
TAKE-OFF AND CLIMB PROCEDURES	3
10. DEPARTURE-KNOWLEDGE OF:	
A. AIRPORT LAYOUT AND FACILITIES	3
B. DEPARTURE PROCEDURES	3
C. AREA TERRAIN AND HAZARDS	3
D. MINIMUM SAFE FLIGHT LEVELS	2
E. NAV AIDS AND POSITION REPORTING POINTS	2
F.	
G.	
12. ABILITY TO:	
A. MAINTAIN ASSIGNED ALTITUDE	-
B. TUNE AND IDENTIFY NAV FACILITIES	-
C. TRACK ON SELECTED NAV FACILITIES	-
D. RECOGNIZE AND CONFIRM STATION PASSAGE	-
E. MAP READ AND INTERPRET NAV CHARTS	2
F. NAVIGATE BY DEAD RECKONING	2
13. ENROUTE AND ARRIVAL-KNOWLEDGE OF:	
A. ROUTE, TERRAIN AND OBSTRUCTION HAZARDS	3
B. COMMUNICATIONS PROCEDURES	2
C. AREA TERRAIN AND HAZARDS	3
D. AREA ARRIVAL PROCEDURES	3
E. HOLDING PROCEDURES	-
F. INSTRUMENT APPROACH PROCEDURES	-
G. AIRPORT LAYOUT AND FACILITIES	3
H.	
14. PARKING	

15. AIRPORT ENTRY:

LOCATION	TAKE-OFFS	LANDINGS	TYPE APPROACH
LS20A	1	1	STOL
LS213	1	1	STOL
LS26	1	1	STOL
LS17	1	1	STOL
LS161	1	1	STOL
TF7896	1	1	STOL
LS20A	1	1	STOL

16. OVERALL PLANNING OF APPROACH	2
17. OVERALL PLANNING OF INSTRUMENT FLIGHT	-
18.	
19.	
20.	
21.	
22. APPEARANCE	2
23. ATTITUDE	2
24. CREW COORDINATION AND COMMAND ABILITY	-
25. ATTENTION TO PASSENGER COMFORT	-
26. RESPONSE TO UNUSUAL SITUATIONS	3
27. ATTENTION TO DUTIES AND RESPONSIBILITIES	2
28. KNOWLEDGE OF MANUALS, DIRECTIVES AND FAR	3
29. PLANNING (TURBULENCE, ICE, HOLDING SKED ETC)	-
30. KNOWLEDGE OF EQUIPMENT	2
31. STANDARDIZATION	3
32. JUDGMENT	2
33.	
34.	

CERTIFICATION: ☒ SATISFACTORY

☒ ROUTE QUALIF. ☐ LINE CHECK ☐ UNSATISFACTORY

CHECK AIRMAN

COMMENTS AND EXPLANATION OF GRADES 1 AND 5:

CAPT DRIVER IS VERY CAUTIOUS AND NEVER HURRYS BEYOND HIS OWN PACE. HE IS VERY CAUTIOUS ABOUT WIND CONDITIONS AND WILL NOT TAKE CHANCES.

MFD		DATE	MFT (REVIEW AND POSTING)	DATE
		22 DEC 19 67		19

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APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

ROUTE/LINE CHECK RECORD

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

REF: CHAPTER IX, OPERATORS MA. JA_)

DATE: 31 JULY 1967

NAME	POSITION	BASE	ACFT TYPE	ACFT NO.
DRIVER, C.N.	SIC	VTE	C-123B	54/655

GRADING LEGEND:
1. Well Above Average 4. Below Average
2. Above Average 5. Unsatisfactory
3. Average

ROUTE	HOOD	INSTRUMENT	NIGHT	FLIGHT TIME	BLOCK TIME
L08-(A/D)-L08	0:00	0:00	0:00	1:24	1:32

1. ANALYSIS OF WEATHER CHARACTERISTICS	3	15. AIRPORT ENTRY:					3
2. FLIGHT PLANNING (WT & BAL, CO. FORMS, FUEL, ETC)	2	LOCATION	TAKE-OFFS	LANDINGS	TYPE APPROACH		2
3. VISUAL EXTERNAL/INTERNAL INSPECTION	2	L08	1	1	VMC		3
4. COCKPIT PROCEDURE (CHECK LISTS, SOP, ETC)	2						2
5. STARTING	3						3
6. TAXYING	3						3
7. USE OF BRAKES	3						3
8. ENGINE RUN-UP AND INSTRUMENT CHECK	3						3
9. ADHERENCE TO ATC INSTRUCTIONS	3						3
TAKE-OFF AND CLIMB PROCEDURES	3	16. OVERALL PLANNING OF APPROACH					3
11. DEPARTURE-KNOWLEDGE OF:	—	17. OVERALL PLANNING OF INSTRUMENT FLIGHT					3
A. AIRPORT LAYOUT AND FACILITIES	3	18.					—
B. DEPARTURE PROCEDURES	3	19.					—
C. AREA TERRAIN AND HAZARDS	3	20.					—
D. MINIMUM SAFE FLIGHT LEVELS	3	21.					—
E. NAV AIDS AND POSITION REPORTING POINTS	3						—
F.	—						—
G.	—						—
12. ABILITY TO:	—						—
A. MAINTAIN ASSIGNED ALTITUDE	3						—
B. TUNE AND IDENTIFY NAV FACILITIES	3	22. APPEARANCE					2
C. TRACK ON SELECTED NAV FACILITIES	3	23. ATTITUDE					2
D. RECOGNIZE AND CONFIRM STATION PASSAGE	3	24. CREW COORDINATION AND COMMAND ABILITY					2
E. MAP READ AND INTERPRET NAV CHARTS	3	25. ATTENTION TO PASSENGER COMFORT					—
F. NAVIGATE BY DEAD RECKONING	3	26. RESPONSE TO UNUSUAL SITUATIONS					—
G.	—	27. ATTENTION TO DUTIES AND RESPONSIBILITIES					2
H.	—	28. KNOWLEDGE OF MANUALS, DIRECTIVES AND FAR					2
13. ENROUTE AND ARRIVAL-KNOWLEDGE OF:	—	29. PLANNING (TURBULENCE, ICE, HOLDING SKED ETC)					—
A. ROUTE, TERRAIN AND OBSTRUCTION HAZARDS	3	30. KNOWLEDGE OF EQUIPMENT					2
B. COMMUNICATIONS PROCEDURES	3	31. STANDARDIZATION					2
C. AREA TERRAIN AND HAZARDS	3	32. JUDGMENT					3
D. AREA ARRIVAL PROCEDURES	3	33.					—
E. HOLDING PROCEDURES	3	34.					—
F. INSTRUMENT APPROACH PROCEDURES	3						—
G. AIRPORT LAYOUT AND FACILITIES	3						—
H.	—						—
14. PARKING	3						—

CERTIFICATION:
☐ ROUTE QUALIF. ☒ LINE CHECK
☒ SATISFACTORY ☐ UNSATISFACTORY

CHECK AIRMAN: _____

COMMENTS AND EXPLANATION OF GRADES 1 AND 5:

MR. DRIVER IS A GOOD PILOT & EMPLOYEE.

MFD	DATE	MFT (REVIEW AND POSTING)	DATE
	6 AUGUST 1967		19_____

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C06117188

REA FAMIL.ARIZATION TRAIN .NG RECORD

(b)(6)

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NAME	CREW POSITION	BASE	AIRCRAFT TYPE	AIRCRAFT NUMBER	DATE
DRIVER, C.N	PIC	VTE	C123	564374	25SEP 1969

GRADING LEGEND: [S] Completed to Standard. [I] Incomplete. [+] Not applicable or not accomplished.

	I	S
1. MAPS		
2. WEIGHT & LOADING		X
3. FIC BRIEFING		X
4. FLIGHT PLAN		
5. INSPECTIONS (INTERIOR)		
(EXTERIOR)		
6. ENGINE STARTING		X
7. TAXIING	X	
8. USE OF BRAKES		X
9. ENGINE RUN UP		X
10. USE OF CHECK LIST	X	
11 CREW BRIEFING & TAKEOFF DATA	X	
12. AREA DEPARTURES	X	
13. CHECK OF INSTRUMENTS	X	
14. INSTRUMENT AIRWORK		
15. RADIO TUNING AND ORIENTATIONS		
16. RADIO NAVIGATION		
17. D.R. NAVIGATION		X
18. LOW & HIGH RECONNAISSANCE		
19. AREA ARRIVALS	X	
20. AIR DROPS : (FREE FALL)		
(CHUTES)		

	I	S
21. COMMUNICATION PROCEDURES		
22. INSTRUMENT APPROACHES ( )		
23. KNOWLEDGE OF:		
A. ENROUTE AND AREA HAZARDS		
B. EMERGENCY FACILITIES		
C. MINIMUM ENROUTE ALTITUDES		
D. SURVIVAL PROCEDURES		
E. SURVIVAL EQUIPMENT		
F. LOST PROCEDURES		
G. COMMUNICATIONS FACILITIES		
H. COMMUNICATIONS CODES		
I. AIRCRAFT PERFORMANCE CHARTS		
24. CREW COORDINATION		
25. GENERAL AIRMANSHIP		
26. JUDGEMENT		
27. SMOOTHNESS & COORDINATION		
28. ADHERENCE TO SOP		
29. CUSTOMER RELATIONS		
30.		
31.		
32.		
33. TPE-331 START PROCEDURES (PC-6 & VTE)		

T/O's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTAL
SITES	I	S	I	S	I	S	I	S	I	S	
L08	X										

LDG's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTA
SITES	I	S	I	S	I	S	I	S	I	S	
L-16	X										

REMARKS:

AREA TRNG. & FAM.	PREV.	TODAY	TOTA
BLK. TIME AT CONTROLS	:	0:35	:
BLK. TIME AS OBSERVER	:	:	:
TIME CHARGED TO		:	

INSTRUCTOR CHECK AIRMAN

DATE 30SEPT 1969

MFD (REVIEW AND POSTING) DATE 19

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OP-377 1 JAN 69

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117188

FLIGHT WITH CAPT. DRIVER 25 September 1969

The following observations are forwarded regarding the flight on this date:

1. Did not properly analyze apparent malfunction of Aux feathering pump. Decided to abort but was shown that increased RPM gave desired reading.

2. Started taxiing through congested area and immediately requested "Taxi Check". He was briefed at this time on the necessity for constant vigilance when taxiing in congested areas.

3. Crew briefing did not include lift off speed, engine out climb speed, or approach speed in case of immediate return.

4. Takeoff was made without the "Line Up" check so the anti-skid was not on and the cowl flaps were in the full open position.

5. After takeoff, the landing gear and the flaps were retracting slowly and the hydraulic pressure went to 1000 PSI. He continued climb to 4500' and reduced power but did not try to analyze the malfunction. By this time, the landing gear and flaps had retracted and the hydraulic pressure was normal. At no time did he request a check on the fluid level. A decision was made to return to I08 but cancelled when the gear and flaps were up and pressure normal. While level at 4500', I completed the "Line Up" and "After Takeoff" checks.

6. The pattern at L16 was flown at 2500' MSL, much too far out in view of recent unfriendly activity, and the rate of descent reached 2000 FPM on final. Approach speed was computed for land flaps but full flaps were used. Touch down was good but slightly long. The aircraft was parked in an area that was a possible hazard for other landing aircraft but was allowed as no other aircraft were expected. Adequate parking space was available nearby. Suspecting a possible hydraulic malfunction, at no time were special precautions made.

7. At L16, it was determined that the left engine driven hydraulic pump was inoperative. On returning to Vientiane, no precautions were made for a known hydraulic malfunction.

8. While parking in the AOC area at I08, the left wing tip grazed a utility pole.

Capt. Driver was briefed prior to departure that I was to act only as SIC. I recommended that the supervised line flying be extended to a minimum of 100 hours prior to his release as a pilot in comm and on the Line.

(b)(6)

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C06117189
APPROVED FOR RELEASE DATE: 09-Dec-2013
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AREA FAMILIARIZATION TRAINING RECORD

(b)(6)

NAME	CREW POSITION	BASE	AIRCRAFT TYPE	AIRCRAFT NUMBER	DATE
DRIVER, C.N.	PIC	V01	VTB	N6154U	19OCT 19 71

GRADING LEGEND: [S] Completed to Standard. [I] Incomplete. [—] Not applicable or not accomplished.

	I	S
1. MAPS		X
2. WEIGHT & LOADING		X
3. FIC BRIEFING		X
4. FLIGHT PLAN		X
5. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
6. ENGINE STARTING		X
7. TAXIING		X
8. USE OF BRAKES		X
9. ENGINE RUN UP		X
10. USE OF CHECK LIST		X
11. CREW BRIEFING & TAKEOFF DATA		X
12. AREA DEPARTURES		X
13. CHECK OF INSTRUMENTS		X
14. INSTRUMENT AIRWORK		X
15. RADIO TUNING AND ORIENTATIONS		X
16. RADIO NAVIGATION		X
17. D.R. NAVIGATION		X
18. LOW & HIGH RECONNAISSANCE	—	
19. AREA ARRIVALS		X
20. AIR DROPS : (FREE FALL)	—	
(CHUTES)	—	

	I	S
21. COMMUNICATION PROCEDURES		X
22. INSTRUMENT APPROACHES ( )		—
23. KNOWLEDGE OF:		
A. ENROUTE AND AREA HAZARDS		X
B. EMERGENCY FACILITIES		X
C. MINIMUM ENROUTE ALTITUDES		X
D. SURVIVAL PROCEDURES		X
E. SURVIVAL EQUIPMENT		X
F. LOST PROCEDURES		X
G. COMMUNICATIONS FACILITIES		X
H. COMMUNICATIONS CODES		X
I. AIRCRAFT PERFORMANCE CHARTS		X
24. CREW COORDINATION		X
25. GENERAL AIRMANSHIP		X
26. JUDGEMENT		X
27. SMOOTHNESS & COORDINATION		X
28. ADHERENCE TO SOP		X
29. CUSTOMER RELATIONS		X
30.		
31.		
32.		
33. TPE-331 START PROCEDURES (PC-6 & VTB)		

T/O's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTAL
SITES	I	S	I	S	I	S	I	S	I	S	
V01		X									1
"		X									1

LDG's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTA
SITES	I	S	I	S	I	S	I	S	I	S	
V52		X									1
V17		X									1

REMARKS: NO PROBLEMS NOTED THIS FLIGHT.

AREA TRNG. & FAM.	PREV.	TODAY	TOTA
BLK. TIME AT CONTROLS	1:32	1:07	1:4
BLK. TIME AS OBSERVER	0:0	0:0	0:0
TIME CHARGED TO		:	

ACK.: IN

MFD (REVIEW) DATE 25 OCT 19 71 MFD (REVIEW / / 19

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OP-377 1 JAN 69

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(b)(6)

AREA FAM...ARIZATION TRAI...G RECORD

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

NAME	CREW POSITION	BASE	AIRCRAFT TYPE	AIRCRAFT NUMBER	DATE
DRIVER, C. N.	PIC	SGN	VTB	N6154U	18 OCT 1971

GRADING LEGEND: [S] Completed to Standard. [I] Incomplete. [—] Not applicable or not accomplished.

	I	S
1. MAPS		X
2. WEIGHT & LOADING		X
3. FIC BRIEFING		X
4. FLIGHT PLAN		X
5. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
6. ENGINE STARTING		X
7. TAXIING		X
8. USE OF BRAKES		X
9. ENGINE RUN UP		X
10. USE OF CHECK LIST		X
11. CREW BRIEFING & TAKEOFF DATA		X
12. AREA DEPARTURES		X
13. CHECK OF INSTRUMENTS		X
14. INSTRUMENT AIRWORK		X
15. RADIO TUNING AND ORIENTATIONS		X
16. RADIO NAVIGATION		X
17. D.R. NAVIGATION		X
18. LOW & HIGH RECONNAISSANCE	—	—
19. AREA ARRIVALS		X
20. AIR DROPS : (FREE FALL)	—	—
(CHUTES)	—	—

	I
21. COMMUNICATION PROCEDURES	
22. INSTRUMENT APPROACHES ( )	
23. KNOWLEDGE OF:	
A. ENROUTE AND AREA HAZARDS	
B. EMERGENCY FACILITIES	
C. MINIMUM ENROUTE ALTITUDES	
D. SURVIVAL PROCEDURES	
E. SURVIVAL EQUIPMENT	
F. LOST PROCEDURES	
G. COMMUNICATIONS FACILITIES	
H. COMMUNICATIONS CODES	
I. AIRCRAFT PERFORMANCE CHARTS	
24. CREW COORDINATION	
25. GENERAL AIRMANSHIP	
26. JUDGEMENT	
27. SMOOTHNESS & COORDINATION	
28. ADHERENCE TO SOP	
29. CUSTOMER RELATIONS	
30.	
31.	
32.	
33. TPE-331 START PROCEDURES (PC-6 & VTB)	

T/O's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTAL
SITES	I	S	I	S	I	S	I	S	I	S	
V01		X									1
V17		X									1
V17		X									1
V20		X									1

LDG's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTA
SITES	I	S	I	S	I	S	I	S	I	S	
V20		X									1
V17		X									1
V20		X									1
V01				X							1

REMARKS: GENERALLY WELL CONDUCTED FLIGHT.

AREA TRNG. & FAM.	PREV.	TODAY	TOTA
BLK. TIME AT CONTROLS	0:0	1:33	1:3
BLK. TIME AS OBSERVER	0:0	0:0	0:0
TIME CHARGED TO		:	

RCK.

MFD (REVIEW) | DATE 25 OCT 19 71 | MFD (REVIEW AND POSTING) | DATE 19

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OP-377 1 JAN 69

C06117191

AREA FAMILIARIZATION TRAINING RECORD

(b)(6)

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NAME	CREW POSITION	BASE	AIRCRAFT TYPE	AIRCRAFT NUMBER	DATE
DRIVER, C.N.	SIC	V01	VTB	N9956Z	8 OCT 1971

GRADING LEGEND: [S] Completed to Standard. [I] Incomplete. [+] Not applicable or not accomplished.

	I	S
1. MAPS		X
2. WEIGHT & LOADING		X
3. FIC BRIEFING		X
4. FLIGHT PLAN		X
5. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
6. ENGINE STARTING		X
7. TAXIING		X
8. USE OF BRAKES		X
9. ENGINE RUN UP		X
10. USE OF CHECK LIST		X
11. CREW BRIEFING & TAKEOFF DATA		X
12. AREA DEPARTURES		X
13. CHECK OF INSTRUMENTS		X
14. INSTRUMENT AIRWORK		X
15. RADIO TUNING AND ORIENTATIONS	X	
16. RADIO NAVIGATION	X	
17. D.R. NAVIGATION		X
18. LOW & HIGH RECONNAISSANCE		
19. AREA ARRIVALS	X	
20. AIR DROPS: (FREE FALL)		
(CHUTES)		

	I
21. COMMUNICATION PROCEDURES	
22. INSTRUMENT APPROACHES ( )	
23. KNOWLEDGE OF:	
A. ENROUTE AND AREA HAZARDS	
B. EMERGENCY FACILITIES	
C. MINIMUM ENROUTE ALTITUDES	
D. SURVIVAL PROCEDURES	
E. SURVIVAL EQUIPMENT	
F. LOST PROCEDURES	
G. COMMUNICATIONS FACILITIES	
H. COMMUNICATIONS CODES	
I. AIRCRAFT PERFORMANCE CHARTS	
24. CREW COORDINATION	
25. GENERAL AIRMANSHIP	
26. JUDGEMENT	
27. SMOOTHNESS & COORDINATION	
28. ADHERENCE TO SOP	
29. CUSTOMER RELATIONS	
30. FUEL SYSTEM MANAGEMENT	
31.	
32.	
33. TPE-331 START PROCEDURES (PC-6 & VTB)	

T/O's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTAL
SITES	I	S	I	S	I	S	I	S	I	S	
V07		X									1
2		X									1
V04		X									1
V260						X					1
V202				X		X					2

LDG's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTA
SITES	I	S	I	S	I	S	I	S	I	S	
V86		X						X		X	3
V04		X									1
V260						X					1
V202					X						1
V07		X									1

REMARKS: SHOWS IMPROVEMENT IN ARES PREVIOUSLY WEAK. HAD DIFFICULTY LOCATING V260 USING ADF CROSS BEARING (NO NAV-AID ON FIELD). NEEDS WORK ON AIRFIELD IDENTIFICATION.

AREA TRNG. & FAM.	PREV.	TODAY	TOTA
BLK. TIME AT CONTROLS	23:55	4:00	27:5
BLK. TIME AS OBSERVER	20:59	2:49	23:4
TIME CHARGED TO		:	

ACK. [redacted] INSTRUCTOR CHECK AIRMAN

FI [redacted] DATE 11 OCT 19 71 MFD (REVIEW AND POSTING) DATE 19

DISTRIBUTION: 1 INDIV TNG FILE, VIA MFD; 2 MFSD RECORDS; 3 DFD, VIA MFSD OP-377 1 JAN 69

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117192

AREA FAMILIARIZATION TRAINING RECORD

(b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

NAME	CREW POSITION	BASE	AIRCRAFT TYPE	AIRCRAFT NUMBER	DATE
DRIVER, C. N.	SIC	V01	VTB	N9956Z	7 OCT 1971

GRADING LEGEND: [S] Completed to Standard. [I] Incomplete. [+] Not applicable or not accomplished.

	I	S
1. MAPS		X
2. WEIGHT & LOADING		X
3. FIC BRIEFING		X
4. FLIGHT PLAN		X
5. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
6. ENGINE STARTING		X
7. TAXIING		X
8. USE OF BRAKES		X
9. ENGINE RUN UP		X
10. USE OF CHECK LIST		X
11. CREW BRIEFING & TAKEOFF DATA		X
12. AREA DEPARTURES		X
13. CHECK OF INSTRUMENTS		X
14. INSTRUMENT AIRWORK		X
15. RADIO TUNING AND ORIENTATIONS		X
16. RADIO NAVIGATION		X
17. D.R. NAVIGATION		X
18. LOW & HIGH RECONNAISSANCE		
19. AREA ARRIVALS	X	
20. AIR DROPS : (FREE FALL)		
(CHUTES)		

	I	S
21. COMMUNICATION PROCEDURES		X
22. INSTRUMENT APPROACHES ( )		
23. KNOWLEDGE OF:		
A. ENROUTE AND AREA HAZARDS		X
B. EMERGENCY FACILITIES		X
C. MINIMUM ENROUTE ALTITUDES		X
D. SURVIVAL PROCEDURES		X
E. SURVIVAL EQUIPMENT		X
F. LOST PROCEDURES		X
G. COMMUNICATIONS FACILITIES		X
H. COMMUNICATIONS CODES		—
I. AIRCRAFT PERFORMANCE CHARTS		X
24. CREW COORDINATION		X
25. GENERAL AIRMANSHIP		X
26. JUDGEMENT		X
27. SMOOTHNESS & COORDINATION	X	
28. ADHERENCE TO SOP		X
29. CUSTOMER RELATIONS		X
30.		
31.		
32.		
33. TPE-331 START PROCEDURES (PC-6 & VTB)		X

T/O's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTAL
SITES	I	S	I	S	I	S	I	S	I	S	
V07		X									1
↓				X							1
V09		X									1
V19				X							1
V27				X							1
V07		X									1
V15		X									1
V04		X									1

LDG's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTA
SITES	I	S	I	S	I	S	I	S	I	S	
V13				X							1
V07		X									1
V19				X							1
V27				X							1
V07		X									1
V15		X									1
V04		X									1
V07		X									1

REMARKS: SHOWS IMPROVEMENT IN COCKPIT ORGANIZATION. ALSO IMPROVED IN UTILIZING NAV-AIDS. STILL WEAK IN DIVIDING HIS ATTENTION. WHEN QUESTIONED, ADMITS HE KNEW VARIOUS ITEMS BUT FAILED TO FOLLOW THROUGH ON INFORMATION WHICH HE HAD RECENTLY ATTAINED. STILL NEEDS WORK ON FUNCTIONS OF A/C SYSTEMS.

ACK.

AREA TRNG. & FAM.	PREV.	TODAY	TOTA
BLK. TIME AT CONTROLS	18 :12	5 :13	23:5
BLK. TIME AS OBSERVER	20:59	— : —	20:5
TIME CHARGED TO		:	

INSTRUCTOR CHECK AIRMAN

M[illegible] DATE 11 Oct 19 71

MFD (REVIEW AND POSTING) DATE 19

DISTRIBUTION: [illegible]E, VIA MFD; 2 MFSD RECORDS, 2 PRD, VIA MFSD

OD-377 1 JAN 69

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117193

AREA FAMILIARIZATION TRAINING RECORD

(b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

NAME	CREW POSITION	BASE	AIRCRAFT TYPE	AIRCRAFT NUMBER	DATE
DRIVER, C. N.	SIC	V01	VTB	N99562	6 OCT 1971

GRADING LEGEND: [S] Completed to Standard. [I] Incomplete. [+] Not applicable or not accomplished.

	I	S
1. MAPS	X	
2. WEIGHT & LOADING		X
3. FIC BRIEFING		X
4. FLIGHT PLAN		X
5. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
6. ENGINE STARTING		X
7. TAXIING		X
8. USE OF BRAKES	X	
9. ENGINE RUN UP		X
10. USE OF CHECK LIST		X
11. CREW BRIEFING & TAKEOFF DATA		X
12. AREA DEPARTURES		X
13. CHECK OF INSTRUMENTS		X
14. INSTRUMENT AIRWORK		X
15. RADIO TUNING AND ORIENTATIONS		X
16. RADIO NAVIGATION		X
17. D.R. NAVIGATION		X
18. LOW & HIGH RECONNAISSANCE	—	—
19. AREA ARRIVALS		X
20. AIR DROPS : (FREE FALL)	—	—
(CHUTES)	—	—

	I
21. COMMUNICATION PROCEDURES	
22. INSTRUMENT APPROACHES (2) C-CA / VRO OUTSCA	
23. KNOWLEDGE OF:	
A. ENROUTE AND AREA HAZARDS	
B. EMERGENCY FACILITIES	
C. MINIMUM ENROUTE ALTITUDES	
D. SURVIVAL PROCEDURES	
E. SURVIVAL EQUIPMENT	
F. LOST PROCEDURES	
G. COMMUNICATIONS FACILITIES	
H. COMMUNICATIONS CODES	
I. AIRCRAFT PERFORMANCE CHARTS	
24. CREW COORDINATION	
25. GENERAL AIRMANSHIP	
26. JUDGEMENT	
27. SMOOTHNESS & COORDINATION	X
28. ADHERENCE TO SOP	
29. CUSTOMER RELATIONS	
30.	
31.	
32.	
33. TPE-331 START PROCEDURES (PC-6 & VTB)	

T/O's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTAL
SITES	I	S	I	S	I	S	I	S	I	S	
V07		X									1
V32		X									1
V04		X									1
V86		X									1
V07		X									1
V01		X									1
V86		X									1
V28		X									1

LDG's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTA
SITES	I	S	I	S	I	S	I	S	I	S	
V232		X									1
V04		X									1
V86		X									1
V07		X									1
V01		X									1
V86		X									1
V28		X									1
V07		X									1

REMARKS: NEEDS TO ORGANIZE MAPS AND RELATED EQUIPMENT IN A MANNER SUITABLE FOR SINGLE PILOT FLYING. SLOW TO UTILIZE ALL NAV. FACILITIES AVAIL. NEEDS TO CONDITION HIMSELF TO DIVIDE HIS ATTENTION TO PERTENT MATTERS MORE FREELY. TENDS TO CONCENTRATE ON ONE FUNCTION AT A TIME. IS WEAK IN RETAINING PERTENANT INFORMATION FOR MORE THAN A SHORT TIME.

AREA TRNG. & FAM.	PREV.	TODAY	TOTA
BLK. TIME AT CONTROLS	18 [illegible]	6:44	18:1
BLK. TIME AS OBSERVER	20:59	— : —	20:5
TIME CHARGED TO		:	

INSTRUCTOR CHECK AIRMAN

DATE 11 Oct 1971

MFD (REVIEW AND POSTING) DATE 19

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OP-377 1 JAN 69

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117194

AREA FAMILIARIZATION TRAINING RECORD

(b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

NAME	CREW POSITION	BASE	AIRCRAFT TYPE	AIRCRAFT NUMBER	DATE
DRIVER, C.N.	SIC	V01	VTB	N 7770B	5 OCT 1971

GRADING LEGEND: [S] Completed to Standard. [I] Incomplete. [+] Not applicable or not accomplished.

	I	S
1. MAPS		X
2. WEIGHT & LOADING		X
3. FIC BRIEFING		X
4. FLIGHT PLAN		X
5. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
6. ENGINE STARTING	X	
7. TAXIING		X
8. USE OF BRAKES	X	
9. ENGINE RUN UP		X
10. USE OF CHECK LIST		X
11. CREW BRIEFING & TAKEOFF DATA		X
12. AREA DEPARTURES		X
13. CHECK OF INSTRUMENTS		X
14. INSTRUMENT AIRWORK		X
15. RADIO TUNING AND ORIENTATIONS		X
16. RADIO NAVIGATION		X
17. D.R. NAVIGATION		X
18. LOW & HIGH RECONNAISSANCE	—	—
19. AREA ARRIVALS		X
20. AIR DROPS: (FREE FALL)	—	—
(CHUTES)	—	—

	I	S
21. COMMUNICATION PROCEDURES		
22. INSTRUMENT APPROACHES ( )		
23. KNOWLEDGE OF:		
A. ENROUTE AND AREA HAZARDS		
B. EMERGENCY FACILITIES		
C. MINIMUM ENROUTE ALTITUDES	X	
D. SURVIVAL PROCEDURES		
E. SURVIVAL EQUIPMENT	X	
F. LOST PROCEDURES		
G. COMMUNICATIONS FACILITIES		
H. COMMUNICATIONS CODES		
I. AIRCRAFT PERFORMANCE CHARTS		
24. CREW COORDINATION		
25. GENERAL AIRMANSHIP		
26. JUDGEMENT		
27. SMOOTHNESS & COORDINATION	X	
28. ADHERENCE TO SOP		
29. CUSTOMER RELATIONS		
30.		
31.		
32.		
33. TPE-331 START PROCEDURES (PC-6 & VTB)		

T/O's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTAL
SITES	I	S	I	S	I	S	I	S	I	S	
V13		X									1
V 7				X							1
V11				X							1

LDG's:	NORMAL		X-WIND		STOL		BALKED		E/FAIL		TOTA
SITES	I	S	I	S	I	S	I	S	I	S	
V07				X				X			2
V11			X								1
V07				X							1

REMARKS: DEMONSTRATES MORE CONFIDENCE IN ALL AREAS. NEEDS WORK ON SYSTEMS OPERATION. WEAK IN ANTICIPATING AND THINKING AHEAD. FAILS TO USE ALL NAV AIDS AVAILABLE.

	PREV.	TODAY	TOTA
AREA TRNG. & FAM.			
BLK. TIME AT CONTROLS	11:04	2:24	11:28
BLK. TIME AS OBSERVER	10:59	0:40	21:3
TIME CHARGED TO		:	

ACK. [redacted] INSTRUCTOR CHECK AIRMAN

DATE 11 OCT 1971 | MFD (REVIEW AND POSTING) | DATE 19

FILE, VIA MFD; 2 MFSD RECORDS: 3 DED, VIA MFSD OP-377 1 JAN 69

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117195

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

PROFICIENCY CHECK DOCUMENTATION

AND

WRITTEN EXAMINATION GRADING

NAME: DRIVER C.N. DATE 15 SEPT 1969 EXAM. NO. C123K-69-2

FAA LICENSE AND CERTIFICATES

IAS BOOK CHECK YES ☒ NO ☐ TOTAL TIME ____ RADIO/TEL PERMIT YES ☒ NO ☐

ATR ☒ COMM. ☐ # 477924 MED. CERT. DATE ISSUED: Sep 2 1969 196

RATINGS ATR: MARTIN 202-440.

RATINGS: COMM: Boeing 707-720 Fairchild C123

OFI: F/W ☒ INST. ☐ R/W ☐ INST. ☐ EXPIRATION DATE: 196

NONE ☐ COAA LICENSE AND CERTIFICATES

ATR ☐ SR. COMM ☐ COMM. ☐ # ____ EXPIRATION DATE: 196

RATINGS/EXP. DATE: ____

RADIO/TEL PERMIT YES ☐ NO ☐ MED. CERT. DATE ISSUED: ____

OTHER CERTIFICATES AND REMARKS:

1. D	11. B	21. ~~B~~ A	31.	41.
D (2) A	12. D	22. C ~~A~~ B-22	32.	42.
3. B	13. B	23. C	33.	43.
4. A	14. A	24. B	34.	44.
C (5) A	15. B	25. A	35.	45.
6. B	16. B	26.	36.	46.
7. C	17. A	27.	37.	47.
8. D	18. C	28.	38.	48.
9. D	19. C	29.	39.	49.
10. C	20. A	30.	40.	50.

EXAMINATION GRADE 92 % EXAMINER: ____

C06117196

(b)(6)

COMPLETION OF TRAINING RECORD

TO : See Distribution

FROM: DFOTD

APPROVED FOR RELEASE DATE: 09-Dec-2013

The individuals named below completed the Ditching Procedures & Over training Water Equipment (aircraft) (type course) course on Oct.19,20,21,22 1967. The training was conducted at VTE (station) by [redacted] (instructor)

Name	Station at	Hours Instruction	Grade
[redacted] Driver C	VTE	3:30	S
[redacted]	"	"	"
[redacted]	"	"	"
[redacted]	"	"	"

C06117197

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

M E M O R A N D U M

TO : For the Record

DATE: 25 October 1967

FROM: MFD/L

REF. No. MF/L-67-272

SUBJ: Ditching Drill

This is to certify that F/O C. N. Driver attended the Company approved Wet Ditching and Evacuation Training on 20 October 1967 and was instructed in ditching procedures, emergency airplane evacuation procedures and use of emergency water survival equipment.

cc: BMVTE
DFD
DOTD
DSAFE
File

C06117198
APPROVED FOR RELEASE DATE: 09-Dec-2013

RECEIVED

(b)(6)

COMPLETION OF TRAINING RECORD

TO: See Distribution

FROM: MFOT VTE

The individuals named below completed the C-123 (aircraft) Recurrent (type course) training course on 6 Sept. 69 (date). The training was conducted at VTE (station) by [redacted] (instructor)

Name	Station at	Hours Instruction	Grade
Driver, C. N. ✓	VTE	12:00	97%

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

Distribution

1 DFOTD
1 DFD
1 DFOD (Dispatchers only)
1 MFOT-TAW
1 MFOT-VTE
1 Each MFD concerned
1 File

Original signed by
[redacted]
Manager, Flight Operations Training

FOPS-803
Nov - 67

C06117190
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

COMPLETION OF TRAINING RECORD

TO: See Distribution

FROM: MFOT VTE

The individuals named below completed the C-123K (aircraft) Recurrent (type course) training course on 7 Aug. 70 (date). The training was conducted at VTE (station) by [redacted] (instructor).

Name	Station at	Hours Instruction	Grade
1. [redacted]	VTE	12+00	96%
✓2. DRIVER, C. N.	VTE	12+00	100%
3. [redacted]	VTE	12+00	100%

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

Distribution

1 DFOTD
1 DFD
1 DFOD (Dispatchers only)
1 MFOT-TAW
1 MFOT-VTE
✓1 Each MFD concerned
1 File

Original Signed by
[redacted]
Manager, Flight Operations Training

FOPS-803
Nov - 67

C06117200

(b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

CERTIFICATION OF GROUND TRAINING

NAME	CREW POSITION	STATION
DRIVER, C. N.	CAPT.	VTE

COURSE TITLE	HOURS	DATE COMPLETED	GRADE
C-123K Recurrent	16+00	2 Nov. 1971	100%

This is to certify that the individual named above has completed the Training course indicated. The training was conducted at VTE (Station) by [redacted] (Instructor)

Distribution:
✓CP VTE
SCP TPE
File

[redacted]
MFOTD/SEA [redacted]

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117201

19 69 (b)(6)

Name in Full	Driver, C.N.	Date of Birth	
~~Date of Birth~~	18 July 1969	Total Flight Time at Employment	Hrs.
Present Position	F/O	Dual Rated	

GROUND SCHOOL COMPLETED

Basic			Recurrent			Initial/Transition			Up-grading		
Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date
Co-Processing			Aircraft			Aircraft			Aircraft		
Meteorology											
Ops-Regs											
Navigation											
Emergency			Emergency			Emergency			Emergency		
Total Hours:			Total Hours:			Total Hours:			Total Hours:		
Certified By:			Certified By:			Certified By:			Certified By:		

ADDITIONAL TRAINING

Basic			Recurrent			Initial/Transition			Up-grading		
Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date
			Survival	100%	7-18						
Total Hours:			Total Hours: 8			Total Hours:			Total Hours:		
Certified By:			Certified By:			Certified By:			Certified By:		

LICENSE TRAINING

US ATR			US Dispatcher			US-Flight Engineer			CCAA-ATR-SR.COMM.		
Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date	Subject	Grade	Date
FAR			FAR			FAR			FAR		
WT & BAL			WT & BAL			WT & BAL			WT & BAL		
Navigation			Navigation			Aircraft			Navigation		
Meteorology			Meteorology			Meteorology			Meteorology		
Performance			Flt-Planning			Computation			Instrument		
ATC			ATC			Operation			ATC		
Total Hours:			Total Hours:			Total Hours:			Total Hours:		
Certified By:			Certified By:			Certified By:			Certified By:		

DIRECTED STUDY WRITTEN EXAMINATIONS

First Quarter		Second Quarter		Third Quarter		Fourth Quarter	
Date	Grade	Date	Grade	Date	Grade	Date	Grade

REMARKS

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

2
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APPROVED FOR RELEASE DATE: 09-Dec-2013

FOPS-751 R3

C06117202

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

AUX

351

QF TPEXTHO TNEXTHO SGNXTFA
.VTEXTFA 131045
XOXO
AAA TEN FOUR
BBB C123K 540617
CCC UTH RTAFB TE6523 THAI
DDD B13 0102Z 1970
EEE PIC RJ STENSLOFF NONE FO CN DRIVER NONE AFS DERRINGTON
NONE
FFF NO PAX
GGG MINOR DAMAGE TO NOSE GEAR X EST RTN TO SERVICE BY
0600L B14
HHH AT 65-70 KTS DURING T/O ROLL ON RWY 30 THE LEFT JET
ENGINE FAILED CAUSING A/C TO SWERVE TO THE LEFT X
THE F/O EXERTED FWD PRESSURE ON YOKE AND THE CAPTAIN
APPLIED FULL REVERSE FULL RIGHT RUDDER FULL RIGHT
BRAKE AND ATTEMPTED TO USE RIGHT NOSE GEAR STEERING X
HOWEVER NOSE GEAR STEERING TO RIGHT WAS INOPERATIVE
AND A/C CONTINUED OFF LEFT SIDE OF RWY AFTER WHICH THE
NOSE GEAR STRUCK A 2 INCH ASPHALT LIP OF RUNWAY WIDTH
EXTENSION X AT THIS POINT NOSE GEAR SHOCK STRUT
FAILED ALLOWING DUAL NOSE GEAR WHEEL TO ROTATE
FORWARDS X
THE A/C THEN CAME TO REST WITH ALL GEAR EXTENDED AT
A POINT 2000 FEET FROM INITIALTION OF T/O ROLL AND
APPROX 100 FEET TO THE LEFT OF THE RUNWAY EDGE X
AFTER INSTALLING A NEW SHOCK STRUT THE A/C WAS TOWED
TO THE AAM RAMP WHERE EXAMINATION REVEALED THAT
THE FAILURE OF THE NOSE GEAR STEERING WAS PROBABLY
CAUSED BY THE FAILURE OF THE NOSE LEVELLING GEAR
VALVE PULLEY SUPPORT P/N 8B425153-23 WHICH ALLOWED
NOSE GEAR STEERING CABLE SLACK AND THE PULLEY FORK
P/N 8B 425154-23 TO BECOME DISENGAGED FROM THE CONTROL
ARM TO THE NOSE GEAR DYDRAULIC-POWERED STEERING
SELECTOR VALVE X THIS IN TURN PREVENTED SELECTION
OF RIGHT NOSE GEAR STEERING AND LOSS OF CONTROL X
QUALITY CONTROL UTH IS INITIATING A SPECIAL INSPECTION
TO NON DESTRUCT TEST SUSPECTED PULLEY SUPPORT OF ALL
AAM C123 A/C AND WILL SUBMIT AND EMERGENCY UR IN
ACCORDANCE WITH TO 00-35D-54 REQUESTING METALURGICAL
EXAMINATION X
III NOT A FACTOR
JJJ THIS IS CONSIDERED TO BE AN INCIDENT AND WILL BE
REPORTED ON SAFE FORM 4 X A SYNOPSIS BY SAFETY WITH
CREW AND MAINT STATEMENTS WILL BE ATTACHED X THIS WAS
1ST T/O AFTER PHASE II INSPECTION X
KKK
LLL END SERIES
BM SOM MTS MFD DASFE VTE 131000
;

RECEIVED
16 FEB 1970
PENT.

PA

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117203

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

AIRCRAFT MINOR INCIDENT & INFLIGHT IRREGULARITY REPORT

(Fill in all spaces applicable)

1. AIRCRAFT NO. AND TYPE:

2. TYPE OF MISHAP: Taxi Incident

FLIGHT CREW

PILOT: Clarence N. Driver F/O: Supervisory pilot

CREW MEMBER: N/A OTHER: N/A

FLIGHT PLAN DETAIL

1. TYPE OF FLIGHT PLAN: VFR [X] IFR [ ] LOCAL [ ] DIRECT [ ] AIRWAY [ ]
2. WHERE FILED: Vang Vieng, Laos (L-16)
3. TYPE OF FLIGHT(MARK ALL APPLICABLE ITEMS): PASSENGER [ ] CARGO [ ] TRAINING/TEST [ ]
4. ORIGIN OF FLIGHT: L-08 5. DESTINATION: T-10 6. GMT DATE AND TIME: 250258
7. FLIGHT CONTRACT NO: 342 8. ENROUTE STOPS AND NEXT LANDING: T-10
9. LAST POINT OF TAKE-OFF: L-16 10. ACTUAL DURATION OF FLIGHT: 0+33
11. NEAREST CITY/SITE AND COUNTRY: Vientiane, Laos 12. COORDINATE LOCATION:
13. GROSS T.O./WEIGHT: 50000 14. ALLOW. LDG. WEIGHT: 60000 15. ACTUAL LDG. WEIGHT: 48000

INCIDENT AND CONDITION

1. PHASE OF OPERATION: PARKED [ ] TAXI [X] TAKE-OFF [ ] LANDING [ ] ENROUTE [ ]
2. ATMOSPHERIC CONDITION AT TIME OF MISHAP: CLEAR [X] SCATTERED [ ] RAIN [ ] BROKEN [ ] SNOW [ ] IN CLOUDS [ ] HAIL [ ] OTHER (DESCRIBE): N/A
3. PRESSURE ALTITUDE: N/A 4. WHAT PART OR SYSTEM WAS AFFECTED? Wing Tip
5. WHAT WAS FIRST INDICATION OF TROUBLE? Felt Bump 6. SEVERITY OF ROUGHNESS? Very Minor
7. WAS THERE A FIRE WARNING? YES [ ] NO [X]
8. APPROXIMATE AMOUNT OF FUEL DUMPED N/A LBS. OR GALS.
9. WHAT WAS THE EFFECT ON FLIGHT CHARACTERISTICS? None
10. WAS SMOKE, OIL OR FLAME OBSERVED? YES [ ] NO [X] WHERE? N/A
11. WHAT PRECAUTIONARY ACTION WAS TAKEN? Engines Secured and wing tip inspected
12. WAS CARGO JETTISONED? YES [ ] NO [X] IF SO, WHERE? N/A WEIGHT? N/A
13. POWER SETTING AT TIME IRREGULARITY OCCURRED: RPM? 1000 MAN. PRESS.? N/A TORQUE? N/A FUEL FLOW? N/A
14. INSTRUMENT READING AT TIME IRREGULARITY OCCURRED: OAT N/A IAS (WAS THERE A DECREASE?) N/A
15. WAS POWER IMMEDIATELY REDUCED? No TO WHAT RPM? N/A MAN. PRESS.? N/A TORQUE? N/A FUEL FLOW? N/A
16. WHAT WAS INDICATION OF ENGINE IGNITION ANALYZER? N/A
17. WAS ENGINE SHUTDOWN? Yes WHEN (GMT)? 0258 WHAT LENGTH OF TIME WAS ENGINE SHUTDOWN? N/A
18. WAS ENGINE RESTARTED? N/A POWER SETTING AFTER RESTARTING: N/A
RPM N/A MAP N/A TORQUE N/A FUEL FLOW N/A

NOTE: (N/A) NOT APPLICABLE (N/O) NOT OBTAINED

C06117203

APPROVED FOR
RELEASE DATE:
09-Dec-2013

25 September 1969

STATEMENT

The following is the statement of the undersigned concerning the taxi incident of C-123, 56-4374 on 25 September 1969 at L-08, Laos.

I was in the right seat in the capacity of supervisory pilot with Captain Driver in the left seat, we had taxiied into the "Tango" area at the Vientiane airport. While making a right turn, the left wing tip struck a telephone pole. Captain Driver was looking out the left side immediately prior to contact.

C06117203

APPROVED FOR
RELEASE DATE:
09-Dec-2013

25 September 1969

STATEMENT

The following is the statement of the undersigned concerning the taxi incident of C-123, 56-4374 on 25 September 1969 at L-08, Laos.

On 25 September 1969 approximately 0258 hours while parking aircraft #374 on the ADC ramp, the left wing tip was slightly damaged. Was making a right turn and the left wing tip contacted a telephone pole.

I was attempting to park beside the Embassy C-47 instead of in front of its blocking him in. This was done because I needed maintainance for a left hydraulic pump and H. F. radio. It was going to take approximately 1½ hours to repair. Parking in this manner allowed either A/C to be moved without first moving mine.

Original Signed

C. N. Driver.

C06117204

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

DRIVER (P)

1MFD UTE

- FOR COMPANY USE ONLY -

Aircraft Accident Review

4 November 1968

ACCIDENT

LOCATION	: Up-country, Laos	A/C	: PC-6C, N196X
DATE	: 9 July 1968	DAMAGE	: Minor
TYPE ACCIDENT	: Inflight structural failure	INJURIES	: Fatal to passenger

Safety Synopsis and Comments

A. Synopsis

At approximately 400 feet and while in a left turn during a climb-out from an up-country site, the right sliding door of the aircraft became disengaged from its lower track and opened out from the airframe. An indigenous passenger who was not provided a seat belt and who was leaning against the door fell out and was fatally injured.

The pilot had landed at the site and had on-loaded four passengers and two large pigs. He stated that one passenger was seated in the co-pilot's seat, one passenger sat in the kickers seat located in the right rear of the cabin, one passenger sat on the floor near the right rear seat and one passenger sat on one of the pigs. The door handle was checked prior to take-off and was found to be secure; however, the door opened in flight.

Investigation revealed that the aircraft carried a full complement of seats of which only two were installed in the cabin. It was also discovered that there had been log book discrepancy write-ups regarding the door on 3, 4 and 6 July. The write-ups on the third and fourth of July indicated that the door was hard to open. The corrections being to lubricate the door and replace a bumper. On the sixth, the door slid open in flight and the door lock was replaced.

Investigation also revealed that the exact nature of the failure which allowed the bottom of the door to separate from the aircraft was the looseness of the sliding door pin 6202,183 bottom retaining bracket. Several fasteners were found to have been stripped out and screws of an insufficient length had been used in other receptacles.

It was also discovered that Maintenance had not complied with the Engineering Authorization, EA-PC6-52-5 dated 20 July 1967 which calls out a modification of the sliding door bottom rail installation to prevent the door from jumping out of the bottom rail. This EA had been in effect for almost a year prior to the accident.

- NOT TO BE REPRODUCED OR CIRCULATED OUTSIDE OF THE COMPANY -

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117204

B. Comments

The probable cause was listed as the failure of the pilot to provide seats with seat belts to all passengers aboard his flight. This should be listed as a contributing factor as the appropriate probable cause would be, "Failure to retain the right door due to design deficiency." A major contributing factor is, "Improper maintenance procedures." This is assessed as the result of the non-compliance of Maintenance to effect the door modification EA during a heavy maintenance inspection which occurred prior to the accident date.

Review of the report revealed that the Local Board was held 3 days after the accident and prior to the submission of the team report. This procedure is contrary to Safety Division instructions and impedes the investigation.

The pilot in this case erred in that he failed to provide the passengers with the seats that were available and he was in non-compliance with a Flying Division memorandum, FD-68-056, which calls for seat belts to be provided to all passengers. However, this, at times, is impractical due to the nature of our operation. Therefore, in order to provide the pilots with a workable, yet safe, cabin configuration, SA/P, DOED and Tainan are planning to install quick detachable canvas seats along the left side of the cabin. The left door is to be skinned over and the seats, which provide seat belts, can be extended or retracted in seconds to accommodate any practical load configuration required.

C. Pertinent Recommendations and Action Taken

1. Mandatory compliance with EAs.

   Action : Maintenance is aware of their deficiencies and are making every effort to comply.

2. Mandatory compliance with the Flying Division memorandum which calls out the use of seat belts by all personnel.

   Action : This is no problem in the larger aircraft but until collapsable seats are installed in the smaller aircraft, it will present an operating problem for our STOL aircraft.

3. Installation of canvas folding seats in the Porter.

   Action : Evaluation is now in progress.

[redacted]
Director
Safety Division

APPROVED FOR
RELEASE DATE:
09-Dec-2013

cc: VPFO
VPTS
DFD (2)
MSAFE UDN (2)
MSAFE SGN (2)
MGS
MFSD VTE (2)
BM VTE (2)
OM VTE (2)
MFD VTE (4)
MTS VTE (4)
MFD and MTS via BM BKK (5)
MFD and MTS via BM UDN (5)
MFD and MTS via BM SGN (5)
MFD and STS via Manager
SZ T11 (2)
SZ V03 (2)
SZ V07 (2)
SZ L39 (2)
Pilot concerned
N196X file
File

EDD/mc

APPROVED FOR
RELEASE DATE:
09-Dec-2013

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(b)(6)

LOG ACCIDENT FILE

AIRCRAFT MINOR INCIDENT & INFLIGHT IRREGULARITY REPORT

(Fill in all spaces applicable)

1. AIRCRAFT NO. AND TYPE: H196X PC-6B

2. TYPE OF MISHAP: Door opened in flight.

FLIGHT CREW

PILOT: C. H. Driver F/O: _____

CREW MEMBER: _____ CREW MEMBER: _____ OTHER: _____

FLIGHT PLAN DETAIL

1. TYPE OF FLIGHT PLAN: VFR [X] IFR [ ] LOCAL [ ] DIRECT [ ] AIRWAY [ ]
2. WHERE FILED: N/A
3. TYPE OF FLIGHT(MARK ALL APPLICABLE ITEMS): PASSENGER [X] CARGO [X] TRAINING/TEST [ ]
4. ORIGIN OF FLIGHT: 1S20A 5. DESTINATION: 1S20A 6. GMT DATE AND TIME: 8 July 1968 0255Z
7. FLIGHT CONTRACT NO: AID 439-713 8. ENROUTE STOPS AND NEXT LANDING: 1S126
9. LAST POINT OF TAKE-OFF: 1S126 10. ACTUAL DURATION OF FLIGHT: 10 minutes
11. NEAREST CITY/SITE AND COUNTRY: 1S126, Laos 12. COORDINATE LOCATION: N/A
13. GROSS T.O./WEIGHT: 4,700 14. ALLOW. LDG. WEIGHT: 4,950 15. ACTUAL LDG. WEIGHT: 4,600

INCIDENT AND CONDITION

1. PHASE OF OPERATION: PARKED [ ] TAXI [ ] TAKE-OFF [ ] LANDING [ ] ENROUTE [X]
2. ATMOSPHERIC CONDITION AT TIME OF MISHAP: CLEAR [X] SCATTERED [ ] RAIN [ ] BROKEN [ ]
   SNOW [ ] IN CLOUDS [ ] HAIL [ ] OTHER (DESCRIBE): _____
3. PRESSURE ALTITUDE: 3900' 4. WHAT PART OR SYSTEM WAS AFFECTED? Right door.
5. WHAT WAS FIRST INDICATION OF TROUBLE? None 6. SEVERITY OF ROUGHNESS? _____
7. WAS THERE A FIRE WARNING? YES [ ] NO [X]
8. APPROXIMATE AMOUNT OF FUEL DUMPED _____ LBS. OR GALS.
9. WHAT WAS THE EFFECT ON FLIGHT CHARACTERISTICS? None
10. WAS SMOKE, OIL OR FLAME OBSERVED? YES [ ] NO [X] WHERE? _____
11. WHAT PRECAUTIONARY ACTION WAS TAKEN? Landed at once.
12. WAS CARGO JETTISONED? YES [ ] NO [X] IF SO, WHERE? _____ WEIGHT? _____
13. POWER SETTING AT TIME IRREGULARITY OCCURRED: RPM? 1005 MAN. PRESS.? _____ TORQUE? 41 FUEL FLOW? 44
14. INSTRUMENT READING AT TIME IRREGULARITY OCCURRED: OAT +15 IAS (WAS THERE A DECREASE?) No
15. WAS POWER IMMEDIATELY REDUCED? No TO WHAT RPM? _____ MAN. PRESS.? _____ TORQUE? _____ FUEL FLOW? _____
16. WHAT WAS INDICATION OF ENGINE IGNITION ANALYZER? _____
17. WAS ENGINE SHUTDOWN? No WHEN (GMT)? _____ WHAT LENGTH OF TIME WAS ENGINE SHUTDOWN? _____
18. WAS ENGINE RESTARTED? _____ POWER SETTING AFTER RESTARTING: _____

RPM _____ MAP _____ TORQUE _____ FUEL FLOW _____

NOTE: (N/A) NOT APPLICABLE (N/O) NOT OBTAINED

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117205

TBANR138
2Ø VTE
XOXO
G 68 AAA TEN ONE
BBB PC6C N196X
CCC VF 5868 RPT VF 5868
DDD Ø9Ø255Z
EEE P396 RPT P396 NIL INJURY
FFF 3 PAX NIL INJURY X 1 PAX DECEASED TOTAL 4 PAX
GGG NIL DAMAGE TO ACFT
HHH RIGHT SLIDING DOOR BOTTOM PORTION OPEN SHORTLY
AFTER TAKE OFF WITH TWO HOGS ON BOARD X 1 INDIGENOUSN
PAX FELL OUT X PAXS HAD SEAT BELTS FASTENED ON TWO
SEATS AVAILABLE AND OCCUPIED
III NOT A FACTOR
JJJ CONTRACT 713
KKK PØ94 RPT PØ94
LLL END SERIES
BM OM A/MTS VTE Ø9Ø8Ø4

C N DRIVER

to file of

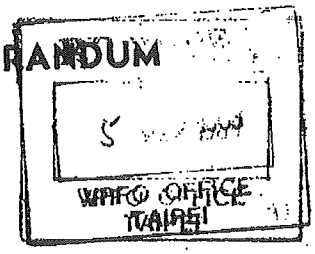
RECEIVED
10 JUL 1968
PERSONNEL DIVISION
TAIPEI

XOXO

APPROVED FOR
RELEASE DATE:
09-Dec-2013

C06117205

MEMORANDUM



NFD
OK
13 Sept 1968

TO : VPFO

FROM : DFD

DATE: 5 September 1968

REF. No. FD-68-407

SUBJECT: Aircraft Accident (C. N. Driver)

On 9 July 1968, Captain C. N. Driver, P.I.C. of PC6C aircraft number N196X, had just departed LS 126 when the bottom portion of the right sliding door opened and a passenger fell out.

There were four passengers and cargo consisting of two animals aboard the aircraft at the time, however there were only two seats and two seat belts provided in the aircraft for the flight, the additional seats and belts were stored in the rear of the aircraft.

This was not an emergency flight and was of a routine nature, therefore seats and seat belts should have been provided for all passengers.

[redacted] A/DSAFE was the Safety Division investigator for this accident and provided all the facts and details concerning the accident at a meeting held by the DFD on 3 September 1968. [redacted] DSAFE, [redacted] A/DSAFE and [redacted] A/DFD, attended the meeting also.

All concerned concluded that Captain Driver should be reduced to First Officer status due to the obvious fact that Captain Driver did not exercise proper command authority and failed to provide his passengers with the basic safety devices required for the flight.

DFD concurs with the recommendation to reduce Capt. Driver to First Officer status and will utilize him as F/O in C-123 equipment.

Your concurrence and early reply will be appreciated.

[redacted]

[redacted]

APPROVED FOR RELEASE DATE: 09-Dec-2013

CS-4 R2

C06117206

(b)(6)

TRAVEL ORDER

DEPARTMENT: FD
DIVISION : OPNS
OFFICE : MFDO

REF. No. CF/L-TO-73-114
DATE: 19 February 1973

NAME (IN ENGLISH)	Driver,CN.	(IN NATIVE LANGUAGE) Passport no.	
TITLE	First Officer	EMPLOYEE NO.	07740
PURPOSE OF TRAVEL:	Time Off Flight Schedule-B25		
ITINERARY: (LIST ALL STATIONS ON ROUND TRIP BASIS IF APPLICABLE.)	VTE/LAX/VTE		
KIND OF TRANSPORTATION:	Disc. Commercial at own expense.	DATE OF TRAVEL: (ON OR ABOUT)	25 February 1973
ON ARRIVAL, REPORT TO:		FOR DUTY, REPORT TO:	

FAMILY ENTITLED TO TRANSPORTATION	NAME	RELATION	AGE	FROM	TO	BAGGAGE ALLOWANCE
	-	-	-	-	-	44 lbs.

REMARKS: (TRAVEL ADVANCE LIMITATIONS, ETC.)
Subject to Operational Requirements.
MCSSVTE

ANNUAL LEAVE DATES	TICKET VALIDITY

APPROVALS	SUPERVISOR	DEPARTMENT HEAD	DIVISION DIRECTOR	OFFICER	DIRECTOR OF PERSONNEL	PRESIDENT
	CP - VTE	VP, Lacs				

DP'S (OR HIS DESIGNEE'S) APPROVAL IS REQUIRED FOR ALL EMPLOYEE TRAVEL EXCEPT ON COMPANY BUSINESS.

CHARGE:
cc: DFD via A/DFD

TOTAL NUMBER OF COPIES REQUIRED

A. 2 COPIES FOR ALL TRAVEL EXCEPT ON COMPANY BUSINESS
ORIGINAL: FOR SURRENDER BY EMPLOYEE (OR DEPENDENTS) TO TICKET OFFICE IN EXCHANGE FOR TICKETS.
COPY : FOR FORWARDING TO PERSONNEL DIVISION FOR "P" FILE.

B. 3 COPIES FOR TRAVEL ON COMPANY BUSINESS
ORIGINAL AND 1 COPY : SAME AS ABOVE.
ADDITIONAL SIGNED COPY: TO BE ATTACHED TO REQUEST FOR TRAVEL ADVANCES OR TRAVEL EXPENSE REPORT.

PD-12 R7 (APR72)

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APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117207 ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

APPROVED FOR RELEASE DATE: 09-Dec-2013

ARRIVAL CHECKSHEET

DATE: 29 July 1971

NAME Driver C.N. TITLE F/O

ARRIVAL DATE 28 July 1971 ARIVED FROM Vientiane

PASSPORT NUMBER [redacted] NATIONALITY American

- [X] Perssonnel Manager [redacted] Date 29 July 1971
- [ ] Adm Ass't to BM [redacted] Date
- [✓] Manage, Flying Dept [redacted] Date 29 July '71
- [✓] Sr. Operations Manage [redacted] Date 29 July 71
- [ ] Message Center Supervisor Date
- [ ] Supply Superin[redacted] Date
- [✓] Security Chief [redacted] Date 29 July 1971
- [ ] Fire Chief Date
- [ ] Manager Technical Services Date
- [ ] Training Supervisor [redacted] ate
- [ ] Statistical Representativ [redacted] ate 6/29/71
- [✓] Accounting Supervisor Date
- [✓] APO Mail Room [redacted] Date July 29, 1971
- [ ] Supervisor of [redacted] Date
- [✓] Base Clinic [redacted] Date July 29 1971
- [ ] Base Manager Date

To facilitate proper reporting procedures all new arrvals at the Saigon Base must visit all offices as indicated by a (X) listed above.

C06117208
APPROVED FOR RELEASE DATE: 09-Dec-2013

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PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

(b)(6)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, C.N.	F/O	UTE	:34	21 NOV 1971

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND: [S] Completed to Standard [I] Incomplete
C-123K	545	UTE	:	:	:51	

	I	S
1. DOCUMENTATION		
2. FLIGHT PLANNING		
3. INSPECTIONS (INTERIOR)		
(EXTERIOR)		
4. KNOWLEDGE OF A/C AND EQUIPMENT		
5. ENGINE STARTING		
6. TAXYING		
7. USE OF BRAKES		
8. ENGINE RUN-UP		
ISE OF CHECK LIST		
10. CREW BRIEFING AND TAKE-OFF DATA		
11. TAKE-OFFS (NORMAL– 5)		5
(CROSSWIND–) (5)		
(STOL–)		
(REJECTED–)		
(ENGINE FAILURE–)		
12. AREA DEPARTURE AND ATC PROCEDURES		
13. CLIMBS AND CLIMBING TURNS		
14. STEEP TURNS (450 BANK)		
15. STALLS/APPROACH TO STALLS		
16. MANEUVERING AT MINIMUM SPEED		
17. RAPID DESCENT AND PULL-UP		
18. ENGINE FAILURE/FIRE-FEATHERING		
1? PROPELLER UNFEATHERING		
... SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		
SMOKE REMOVAL		
ELECTRICAL FAILURES-FIRES		
EMERGENCY DESCENT(S)		
HYDRAULIC SYSTEM FAILURE		
FUEL DUMPING		
BRAKE FIRE		
EMERGENCY EVACUATION		
BRAKE FAILURE		
USE OF AIRBRAKES		

	I	S
21. CHECK OF INSTRUMENTS		
22. RECOVERY FROM UNUSUAL ATTITUDES		
23. INSTRUMENT AIRWORK		
24. RADIO TUNING AND ORIENTATION		
25. INTERCEPTION AND TRACKING		
26. HOLDING		
27. INSTRUMENT APPROACH (ADF–)		
(VOR–)		
(ILS–)		
(GCA–)		
28. MISSED APPROACH		
29. AREA ARRIVAL AND ATC PROCEDURES		
30. GO AROUND (BALKED LANDINGS)		
31. LANDINGS (CIRCLING MINIMUMS–)		
(NORMAL– 5)		5
(CROSSWIND–)		
(ZERO FLAP–) (5)		
(ACCURACY/SPOT–)		
(STOL–)		
(NIGHT–)		
(ENGINE(S) OUT–)		
32. LOW AND HIGH RECONNAISSANCE		
ADDITIONAL PROCEDURES AND MANEUVERS		
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION		
37. GENERAL AIRMANSHIP		
38. JUDGEMENT		
39. SMOOTHNESS AND COORDINATION		
40. ADHERENCE TO SOP		

COMMENTS:

LANDING RECURRENCY.

ACKNOWLEDGED: [signature] Signature Date

INSTRUCTOR CHECK AIRMAN

DISTRIBUTION: 1 INDIV TNG FILE, VIA MED; 2 MFT RECORDS; 3 DFD, VIA MFT

OP-374 17 JUN 66

C06117209
APPROVED FOR RELEASE DATE: 09-Dec-2013

PROFICIENCY TRAINING

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(REF. CHAP IX, OPERATORS MANUAL)

(b)(6)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, C.N.	T-CAP	BGN	:	12 OCT. 1971

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND: [S] Completed to Standard [I] Incomplete
VTB-18	N9518Z	VOI	1:00	—	2:05	

	I	S
1. DOCUMENTATION		X
2. FLIGHT PLANNING		X
3. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
4. KNOWLEDGE OF A/C AND EQUIPMENT		X
5. ENGINE STARTING		X
6. TAXYING		X
7. USE OF BRAKES		X
8. ENGINE RUN-UP		X
USE OF CHECK LIST		X
10. CREW BRIEFING AND TAKE-OFF DATA		X
11. TAKE-OFFS (NORMAL—) 1		X
(CROSSWIND—) 2 (5)		X
(STOL—) 2		X
(REJECTED—)	—	
(ENGINE FAILURE—)	—	
12. AREA DEPARTURE AND ATC PROCEDURES		X
13. CLIMBS AND CLIMBING TURNS		X
14. STEEP TURNS (450 BANK)		X
15. STALLS/APPROACH TO STALLS	—	
16. MANEUVERING AT MINIMUM SPEED	—	
17. RAPID DESCENT AND PULL-UP		X
18. ENGINE FAILURE/FIRE-FEATHERING	—	
PROPELLER UNFEATHERING	—	
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		X
SMOKE REMOVAL		X
ELECTRICAL FAILURES-FIRES		X
EMERGENCY DESCENT(S)		X
HYDRAULIC SYSTEM FAILURE		X
FUEL DUMPING		X
BRAKE FIRE		X
EMERGENCY EVACUATION		X
BRAKE FAILURE		X
USE OF AIRBRAKES		X
	—	

	I	S
21. CHECK OF INSTRUMENTS		X
22. RECOVERY FROM UNUSUAL ATTITUDES	—	
23. INSTRUMENT AIRWORK		X
24. RADIO TUNING AND ORIENTATION		X
25. INTERCEPTION AND TRACKING		X
26. HOLDING		X
27. INSTRUMENT APPROACH (ADF—) 1		X
(VOR—)	—	
(ILS—) 1 (LOC)		X
(GCA—)	—	
28. MISSED APPROACH	—	
29. AREA ARRIVAL AND ATC PROCEDURES		X
30. GO AROUND (BALKED LANDINGS)	—	
31. LANDINGS (CIRCLING MINIMUMS—) 1		X
(NORMAL—)	—	
(CROSSWIND—) 2 (4)		X
(ZERO FLAP—)		
(ACCURACY/SPOT-)	—	
(STOL—) 2		X
(NIGHT—)	—	
(ENGINE(S) OUT—)	—	
IP DEMONSTRATED 2 STOLS		
32. LOW AND HIGH RECONNAISSANCE	—	
ADDITIONAL PROCEDURES AND MANEUVERS		
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION	—	
37. GENERAL AIRMANSHIP		X
38. JUDGEMENT		X
39. SMOOTHNESS AND COORDINATION		X
40. ADHERENCE TO SOP		X
A. TIME TRAINEE MANIPULATED FLIGHT CONTROLS FOR PURPOSE OF TRAINING		:2 05
B. TRAINING TIME THIS TRAINEE LOGGED TO COMPANY AS NON-REVENUE TIME		:2 05

COMMENTS: NOT HIGHLY PROFICIENT DUE TO LACK OF TIME IN VOLAAR BUT I CONSIDER HIM TO BE SAFE IN ALL RESPECTS AND READY FOR CAPTAIN CHECK. LANDINGS WERE GOOD BUT HEAVY ON THE BRAKES AND LIGHT ON REVERSE PITCH.

Acknowledged: C.N. Driver

Date: 12 OCT 71

INSTRUCTOR CHECK AIRMAN

DISTRIBUTION: 1 INDIV TNG FILE, VIA, MFD; 2 MFT RECORDS; 3 DFD, VIA MFT

OP-374 17 JUN 66

C06117210

APPROVED FOR RELEASE DATE: 09-Dec-2013

PROFICIENCY TRAINING

(b)(6)

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NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, C. N.	T-CAP	SGN.	:	11 OCT 1971

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND: S Completed to Standard, I Incomplete
VTB	N9518Z	VO1	1:00	0:04	2:26	

	I	S
1. DOCUMENTATION		S
2. FLIGHT PLANNING		S
3. INSPECTIONS (INTERIOR)		S
(EXTERIOR)		S
4. KNOWLEDGE OF A/C AND EQUIPMENT	I	
5. ENGINE STARTING		S
6. TAXYING		S
7. USE OF BRAKES		S
8. ENGINE RUN-UP		S
USE OF CHECK LIST		S
10. CREW BRIEFING AND TAKE-OFF DATA		S
11. TAKE-OFFS (NORMAL–) 1		S
(CROSSWIND–) 3		S
(STOL–) 1 (8)	I	
(REJECTED–) 1		S
(ENGINE FAILURE–) 2		S
12. AREA DEPARTURE AND ATC PROCEDURES	I	
13. CLIMBS AND CLIMBING TURNS		S
14. STEEP TURNS (450 BANK)		S
15. STALLS/APPROACH TO STALLS		S
16. MANEUVERING AT MINIMUM SPEED		S
17. RAPID DESCENT AND PULL-UP		S
18. ENGINE FAILURE/FIRE-FEATHERING		S
PROPELLER UNFEATHERING		S
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		S
SMOKE REMOVAL		S
ELECTRICAL FAILURES-FIRES		S
EMERGENCY DESCENT(S)		
HYDRAULIC SYSTEM FAILURE		S
FUEL DUMPING		
BRAKE FIRE		S
EMERGENCY EVACUATION		S
BRAKE FAILURE		S
USE OF AIRBRAKES		

	I	S
21. CHECK OF INSTRUMENTS		S
22. RECOVERY FROM UNUSUAL ATTITUDES		
23. INSTRUMENT AIRWORK		S
24. RADIO TUNING AND ORIENTATION		S
25. INTERCEPTION AND TRACKING		S
26. HOLDING		S
27. INSTRUMENT APPROACH (ADF–) 1		S
(VOR–)		
(ILS–) 1 (Loc)	I	
(GCA–)		
28. MISSED APPROACH		S
29. AREA ARRIVAL AND ATC PROCEDURES	I	
30. GO AROUND (BALKED LANDINGS) 1		S
31. LANDINGS (CIRCLING MINIMUMS–) 1		S
(NORMAL–) 1		S
(CROSSWIND–) 3		S
(ZERO FLAP–) 1		S
(ACCURACY/SPOT–) (10)		
(STOL–) 1		S
(NIGHT–) 1		S
(ENGINE(S) OUT–) 2		S
32. LOW AND HIGH RECONNAISSANCE		
ADDITIONAL PROCEDURES AND MANEUVERS		
33. EMERG. CONDITION. JAMMED POWER LEVERS	I	
34. FUEL SYSTEM MANAGEMENT		S
35.		
GENERAL COMPETENCY		
36. CREW COODINATION		S
37. GENERAL AIRMANSHIP	I	
38. JUDGEMENT	I	
39. SMOOTHNESS AND COORDINATION		S
40. ADHERENCE TO SOP		S

A. TIME TRAINEE MANIPULATED FLIGHT CONTROLS FOR PURPOSE OF TRAINING	2+26
B. TRAINING TIME THIS TRAINEE LOGGED TO COMPANY AS NON-REVENUE TIME	2+26

COMMENTS: #4: WEAK IN IDENTIFYING A/C SYSTEMS AND COMPONENTS. #11 STOL: USED IMPROPER PROCEDURE – RAISED FLAPS AT 90 KIAS – RAISED GEAR AT 100KIAS. #12 & 29: LAX IN PROCEDURES – DIFFICULTY IN FOLLOWING ATC INSTRUCTIONS. #33: REACTION TO AND CORRECTIVE ACTION FOR ACTUAL EMERG. CONDITION SLOW AND NOT POSITIVE/ #37-38: NOT CONSIDERED STRONG ENOUGH THIS AREA FOR SINGLE PILOT WORK AT THIS TIME. RECOMMEND ADDITIONAL TRAINING.

Acknowledged: [signature]

Date: 12 Oct 71

INSTRUCTOR CHECK AIRMAN OR EFFECTIVE

DISTRIBUTION: 1 INDIV TNG FILE, VIA, MFD; 2 MFT RECORDS; 3 DFD, VIA MFT

OP-374 17 JUN 66

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT REVIEWED PURSUANT TO EXEMPTION (b)(6)

(b)(6)

PROFICIENCY TRAINING

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, C. N.	T. CAPT.	SAIGON	:	9 SEP 1971

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND
VTB-18	N9577Z	VO1	0:15	— : —	2:42	S Completed to Standard; I Incomplete

	I	S
1. DOCUMENTATION		S
2. FLIGHT PLANNING		S
3. INSPECTIONS (INTERIOR)		S
(EXTERIOR)		S
4. KNOWLEDGE OF A/C AND EQUIPMENT	I	
5. ENGINE STARTING		S
6. TAXYING		S
7. USE OF BRAKES		S
8. ENGINE RUN-UP		S
USE OF CHECK LIST		S
10. CREW BRIEFING AND TAKE-OFF DATA		S
11. TAKE-OFFS (NORMAL— 5)		S
(CROSSWIND—)		
(STOL— 5) (10)		S
(REJECTED— 1)	I	
(ENGINE FAILURE— 1)		S
12. AREA DEPARTURE AND ATC PROCEDURES	I	
13. CLIMBS AND CLIMBING TURNS		S
14. STEEP TURNS (450 BANK)		
15. STALLS/APPROACH TO STALLS		
16. MANEUVERING AT MINIMUM SPEED		
17. RAPID DESCENT AND PULL-UP		
18. ENGINE FAILURE/FIRE-FEATHERING		S
PROPELLER UNFEATHERING		S
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		S
SMOKE REMOVAL		S
ELECTRICAL FAILURES-FIRES		S
EMERGENCY DESCENT(S)		S
HYDRAULIC SYSTEM FAILURE		S
FUEL DUMPING		
BRAKE FIRE		S
EMERGENCY EVACUATION		S
BRAKE FAILURE		S
USE OF AIRBRAKES		

	I	S
21. CHECK OF INSTRUMENTS		S
22. RECOVERY FROM UNUSUAL ATTITUDES		
23. INSTRUMENT AIRWORK		S
24. RADIO TUNING AND ORIENTATION		S
25. INTERCEPTION AND TRACKING		S
26. HOLDING		S
27. INSTRUMENT APPROACH (ADF—)		
(VOR—)		
(LOC+NBD) (ILS— 1)		S
(GCA—)		
28. MISSED APPROACH		S
29. AREA ARRIVAL AND ATC PROCEDURES		S
30. GO AROUND (BALKED LANDINGS) 1		S
31. LANDINGS (CIRCLING MINIMUMS—)		
(NORMAL— 5)		S/R
(CROSSWIND—)		
(ZERO FLAP—) (10)		
(ACCURACY/SPOT-)		
(STOL— 5)		S
(NIGHT—)		
(ENGINE(S) OUT— 1)		S
32. LOW AND HIGH RECONNAISSANCE		
ADDITIONAL PROCEDURES AND MANEUVERS		
33. FUEL SYSTEM MANAGEMENT		S
34. F/I DESCENT CHECK DEMONSTRATION		S
35. ENG START OVER TEMP & FIRE PROCEDURES		S
GENERAL COMPETENCY		
36. CREW COODINATION		S
37. GENERAL AIRMANSHIP		S
38. JUDGEMENT		S
39. SMOOTHNESS AND COORDINATION		S
40. ADHERENCE TO SOP		S

A. TIME TRAINEE MANIPULATED FLIGHT CONTROLS FOR PURPOSE OF TRAINING: 2:42

B. TRAINING TIME THIS TRAINEE LOGGED TO COMPANY AS NON-REVENUE TIME: 2:42

COMMENTS: FOURTH TRAINING FLIGHT VTB. SHOWS SOME IMPROVEMENT IN HANDELING A/C, HOWEVER, NEEDS TO WORK ON CONTROL OF RATE OF DESCENT FOR APPROACH ON STOL LANDINGS, NEEDS TO IMPROVE ON FUEL SYS. MANAGEMENT. ATC & APPROACH PROCEDURES VERY POOR. RECOMMEND EXTENSIVE SIMULATOR TNG THIS AREA. SINGLE ENG. LANDING NEEDS ADDITIONAL TNG. STUDENT NEEDS TO WORK ON THINKING AHEAD AND TO STRENGTHEN SINGLE PILOT PROCEDURES.

Acknowledged: [signature] INSTRUCTOR CHECK AIRMAN

Date: 9 SEP 71

DISTRIBUTION: 1 INDIV TNG FILE, VIA, MFD; 2 MFT RECORDS; 3 DFD, VIA MFT

OP-374 17 JUN 66

C06117212

APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

PROFICIENCY TRAINING

(REF CHAP IX OPERATORS MANUAL)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, C.N.	T CAPT	SGN.	:	8 SEP 1971

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND: S Completed to Standard, I Incomplete
VTB-18	N9518Z	VO1	0:30	—:—	2:12	

	I	S
1. DOCUMENTATION		X
2. FLIGHT PLANNING		X
3. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
4. KNOWLEDGE OF A/C AND EQUIPMENT		X
5. ENGINE STARTING		X
6. TAXYING	X	
7. USE OF BRAKES		X
8. ENGINE RUN-UP		X
USE OF CHECK LIST		X
10. CREW BRIEFING AND TAKE-OFF DATA		X
11. TAKE-OFFS (NORMAL— 5)		X
(CROSSWIND—)		—
(STOL—) (7)		—
(REJECTED— 1)	X	
(ENGINE FAILURE— 1)	X	
12. AREA DEPARTURE AND ATC PROCEDURES	X	
13. CLIMBS AND CLIMBING TURNS		X
14. STEEP TURNS (450 BANK)		X
15. STALLS/APPROACH TO STALLS		X
16. MANEUVERING AT MINIMUM SPEED		X
17. RAPID DESCENT AND PULL-UP	X	
18. ENGINE FAILURE/FIRE-FEATHERING		X
PROPELLER UNFEATHERING	X	
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		X
SMOKE REMOVAL		X
ELECTRICAL FAILURES-FIRES		X
EMERGENCY DESCENT(S)		X
HYDRAULIC SYSTEM FAILURE		X
FUEL DUMPING		—
BRAKE FIRF		X
EMERGENCY EVACUATION		X
BRAKE FAILURE		X
USE OF AIRBRAKES		—

	I	S
21. CHECK OF INSTRUMENTS		X
22. RECOVERY FROM UNUSUAL ATTITUDES		—
23. INSTRUMENT AIRWORK		X
24. RADIO TUNING AND ORIENTATION		X
25. INTERCEPTION AND TRACKING		X
26. HOLDING		X
27. INSTRUMENT APPROACH (ADF— 2)		X
(VOR—)		—
(ILS—)		—
(GCA—)		—
28. MISSED APPROACH		X
29. AREA ARRIVAL AND ATC PROCEDURES		X
30. GO AROUND (BALKED LANDINGS) 2		X
31. LANDINGS (CIRCLING MINIMUMS— 1)		X
(NORMAL— 5)		X
(CROSSWIND—)		—
(ZERO FLAP— 1) (8)		X
(ACCURACY/SPOT—)		—
(STOL— 1)		X
(NIGHT—)		—
(ENGINE(S) OUT— 1)		X
32. LOW AND HIGH RECONNAISSANCE		—
ADDITIONAL PROCEDURES AND MANEUVERS		
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION		X
37. GENERAL AIRMANSHIP		X
38. JUDGEMENT		X
39. SMOOTHNESS AND COORDINATION		X
40. ADHERENCE TO SOP		X

A. TIME TRAINEE MANIPULATED FLIGHT CONTROLS FOR PURPOSE OF TRAINING	2 12
B. TRAINING TIME THIS TRAINEE LOGGED TO COMPANY AS NON-REVENUE TIME	2 12

COMMENTS: THIRD TNG FLIGHT. SHOWS IMPROVEMENT AND ADDED CONFIDENCE, NEEDS WORK ON ADF PROCEDURES. STILL ROUGH ON CONTROL MOVEMENT BUT SHOWS IMPROVEMENT. FEEL THIS PROBLEM WILL DEMINISH AS STUDENT GAINS ADDITIONAL TIME IN A/C.

Acknowledged: C.N. Driver

Date: 8 SEP 71

INSTRUCTOR CHECK AIRMAN

DISTRIBUTION: 1 INDIV TNG FILE, VIA, MFD; 2 MFT RECORDS; 3 DFD, VIA MFT

OP-374 17 JUN 66

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(b)(6)

PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

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NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, C.N.	T CAP	SAIGON	:	7 SEP 1971

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND: [S] Completed to Standard [I] Incomplete
VTB-18	N95187	VO1	— :—	— :—	2 :35	

	I	S
1. DOCUMENTATION	X	
2. FLIGHT PLANNING	X	
3. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
4. KNOWLEDGE OF A/C AND EQUIPMENT	X	
5. ENGINE STARTING		X
6. TAXYING	X	
7. USE OF BRAKES		X
8. ENGINE RUN-UP		X
USE OF CHECK LIST		X
10. CREW BRIEFING AND TAKE-OFF DATA		X
11. TAKE-OFFS (NORMAL—)		
(CROSSWIND— 8)		X
(STOL—) (8)		
(REJECTED—)		
(ENGINE FAILURE— 1)		X
12. AREA DEPARTURE AND ATC PROCEDURES	X	
13. CLIMBS AND CLIMBING TURNS	X	
14. STEEP TURNS (450 BANK)		X
15. STALLS/APPROACH TO STALLS		X
16. MANEUVERING AT MINIMUM SPEED		X
17. RAPID DESCENT AND PULL-UP	X	
18. ENGINE FAILURE/FIRE-FEATHERING		X
PROPELLER UNFEATHERING	X	
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		
SMOKE REMOVAL		
ELECTRICAL FAILURES-FIRES	X	
EMERGENCY DESCENT(S)	X	
HYDRAULIC SYSTEM FAILURE		
FUEL DUMPING		
BRAKE FIRF		
EMERGENCY EVACUATION		
BRAKE FAILURE		
USE OF AIRBRAKES		

	I	S
21. CHECK OF INSTRUMENTS		X
22. RECOVERY FROM UNUSUAL ATTITUDES		
23. INSTRUMENT AIRWORK	X	
24. RADIO TUNING AND ORIENTATION	X	
25. INTERCEPTION AND TRACKING		X
26. HOLDING	X	
27. INSTRUMENT APPROACH (ADF—)		
(VOR—)		
(ILS—)		
(GCA—)		
28. MISSED APPROACH		
29. AREA ARRIVAL AND ATC PROCEDURES	X	
30. GO AROUND (BALKED LANDINGS)		X
31. LANDINGS (CIRCLING MINIMUMS—)		
(NORMAL—)		
(CROSSWIND— 8) (8)		X
(ZERO FLAP—)		
(ACCURACY/SPOT-)		
(STOL—)		
(NIGHT—)		
(ENGINE(S) OUT— 1)		X
32. LOW AND HIGH RECONNAISSANCE		
ADDITIONAL PROCEDURES AND MANEUVERS		
33. DEMONSTRATED STOL APPROACH-LANDING		
34. & TAKEOFF		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION	X	
37. GENERAL AIRMANSHIP		X
38. JUDGEMENT		X
39. SMOOTHNESS AND COORDINATION	X	
40. ADHERENCE TO SOP	X	

A. TIME TRAINEE MANIPULATED FLIGHT CONTROLS FOR PURPOSE OF TRAINING	2+35
B. TRAINING TIME THIS TRAINEE LOGGED TO COMPANY AS NON-REVENUE TIME	2+35

COMMENTS: SECOND FLIGHT VTB. DEMONSTRATED MARKED IMPROVEMENT IN KNOWLEDGE OF A/C & HANDELING OF A/C, STILL OVERCONTROLS, HOWEVER, IS MAKING PROGRESS IN THIS AREA.

Acknowledged: C.N. Driver

Date: 7 SEP 71

INSTRUCTOR CHECK AIRMAN

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OP-374 17 JUN 66

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PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

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(b)(6)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, C. N.	T-CAP	SAIGON	:	6 SEP 1971

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND: S Completed to Standard, I Incomplete
VTB-18	N3674G	V01	—:—	—:—	1:52	

	I	S
1. DOCUMENTATION	X	
2. FLIGHT PLANNING	X	
3. INSPECTIONS (INTERIOR)	X	
(EXTERIOR)	X	
4. KNOWLEDGE OF A/C AND EQUIPMENT	X	
5. ENGINE STARTING	X	
6. TAXYING	X	
7. USE OF BRAKES		X
8. ENGINE RUN-UP	X	
USE OF CHECK LIST	X	
10. CREW BRIEFING AND TAKE-OFF DATA		X
11. TAKE-OFFS (NORMAL—)		
(CROSSWIND— 3) (3)		X
(STOL—)		
(REJECTED—)		
(ENGINE FAILURE—)		
12. AREA DEPARTURE AND ATC PROCEDURES	X	
13. CLIMBS AND CLIMBING TURNS	X	
14. STEEP TURNS (450 BANK)	X	
15. STALLS/APPROACH TO STALLS		X
16. MANEUVERING AT MINIMUM SPEED		X
17. RAPID DESCENT AND PULL-UP		
18. ENGINE FAILURE/FIRE-FEATHERING	X	
PROPELLER UNFEATHERING	X	
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		
SMOKE REMOVAL		
ELECTRICAL FAILURES-FIRES		
EMERGENCY DESCENT(S)	X	
HYDRAULIC SYSTEM FAILURE		
FUEL DUMPING		
BRAKE FIRF		
EMERGENCY EVACUATION		
BRAKE FAILURE		
USE OF AIRBRAKES		

	I	S
21. CHECK OF INSTRUMENTS	X	
22. RECOVERY FROM UNUSUAL ATTITUDES		
23. INSTRUMENT AIRWORK	X	
24. RADIO TUNING AND ORIENTATION	X	
25. INTERCEPTION AND TRACKING	X	
26. HOLDING		
27. INSTRUMENT APPROACH (ADF—)		
(VOR—)		
(ILS—)		
(GCA—)		
28. MISSED APPROACH		
29. AREA ARRIVAL AND ATC PROCEDURES	X	
30. GO AROUND (BALKED LANDINGS)		
31. LANDINGS (CIRCLING MINIMUMS—)		
(NORMAL—)		
(CROSSWIND— 3) (3)	X	
(ZERO FLAP—)		
(ACCURACY/SPOT—)		
(STOL—)		
(NIGHT—)		
(ENGINE(S) OUT—)		
32. LOW AND HIGH RECONNAISSANCE		
ADDITIONAL PROCEDURES AND MANEUVERS		
33. AIR START PROCEDURES	X	
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION	X	
37. GENERAL AIRMANSHIP		X
38. JUDGEMENT		X
39. SMOOTHNESS AND COORDINATION	X	
40. ADHERENCE TO SOP	X	

A. TIME TRAINEE MANIPULATED FLIGHT CONTROLS FOR PURPOSE OF TRAINING	1:52
B. TRAINING TIME THIS TRAINEE LOGGED TO COMPANY AS NON-REVENUE TIME	1:52

COMMENTS: FIRST FLIGHT VTB, KNOWLEDGE OF A/C AND SYSTEMS NORMAL THIS PHASE OF TRAINING. EMPHASIS PLACED ON A/C + SYSTEMS & USE OF CHECKLISTS THIS PERIOD. OVER CONTROLS. GOOD POTENTIAL PIC CAPABILITIES.

Acknowledged: [redacted]

Date: 6 SEP 71

INSTRUCTOR CHECK AIRMAN: [redacted]

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OP-374 17 JUN 66

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PROFICIENCY TRAINING

(REFERENCE NA OPERATIONS MANUAL)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER CLARENCE	T/F.O	L-08	6 :50 7 :43	16 DEC 17 DEC 196 67

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND:
PORTER	PCB	L-08	— :—	— :35	7 :51 8 :30	S Completed to Standard I Incomplete

	I	S
1. DOCUMENTATION		X
2. FLIGHT PLANNING		X
3. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
4. KNOWLEDGE OF A/C AND EQUIPMENT		X
5. ENGINE STARTING		X
6. TAXYING		X
USE OF BRAKES		X
ENGINE RUN-UP		X
USE OF CHECK LIST		X
10. CREW BRIEFING AND TAKE-OFF DATA		X
11. TAKE-OFFS (NORMAL— 2)		X
(CROSSWIND— 3)		X
(STOL— 10)		X
(REJECTED— 0)	X	
(ENGINE FAILURE— 0)	X	
12. AREA DEPARTURE AND ATC PROCEDURES	Not Done	
13. CLIMBS AND CLIMBING TURNS		
14. STEEP TURNS (450 BANK)		
15. STALLS/APPROACH TO STALLS		
16. MANEUVERING AT MINIMUM SPEED		
RAPID DESCENT AND PULL-UP		
ENGINE FAILURE/FIRE-FEATHERING		
PROPELLER UNFEATHERING		
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		
SMOKE REMOVAL		
ELECTRICAL FAILURES-FIRES		
EMERGENCY DESCENT(S)		
HYDRAULIC SYSTEM FAILURE		
FUEL DUMPING		
BRAKE FIRF		
EMERGENCY EVACUATION		
BRAKE FAILURE		
USE OF AIRBRAKES	Not Done	

	I	S
21. CHECK OF INSTRUMENTS		X
22. RECOVERY FROM UNUSUAL ATTITUDES	NOT DONE	
23. INSTRUMENT AIRWORK		
24. RADIO TUNING AND ORIENTATION		
25. INTERCEPTION AND TRACKING		
26. HOLDING		
27. INSTRUMENT APPROACH (ADF—)		
(VOR—)		
(ILS—)		
(GCA—)		
28. MISSED APPROACH		
29. AREA ARRIVAL AND ATC PROCEDURES	NOT DONE	
30. GO AROUND (BALKED LANDINGS)	DEM.	
31. LANDINGS (CIRCLING MINIMUMS—)		X
(NORMAL— 2)		X
(CROSSWIND— 3)		X
(ZERO FLAP— 0)		X
(ACCURACY/SPOT- 12)		X
(STOL— 12)		X
(NIGHT— 1)		X
(ENGINE(S) OUT— 0)	X	
32. LOW AND HIGH RECONNAISSANCE		X
ADDITIONAL PROCEDURES AND MANEUVERS		
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION		X
37. GENERAL AIRMANSHIP		X
38. JUDGEMENT		X
39. SMOOTHNESS AND COORDINATION		X
40. ADHERENCE TO SOP		X

A. Time trainee manipulated flight controls for purpose of training	10+00	
B. Training time, this trainee, logged to company as non-revenue time	00:00	

COMMENTS: 1. AVERAGE PROGRESS AND ABILITY.
2. PREVIOUS ERRORS NOT NOTED ON THIS FLT.
3. TRAINEE RELEASED FOR FLT. THIS DATE.

INSTRUCTOR CHECK AIRMAN

RWADS

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OP-374 17 JUN 66

C06117216

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(b)(6)

PROFICIENCY TRAINING

(REF. CHAP IX, OPERATORS MANUAL)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

NAME	CREW POSITION	BASE	FLT. TIME	DATE
DRIVER, CLARENCE	T/F.O	L-08	6:46 9:20	14 DEC 15 DEC 196 7

AIRCRAFT TYPE	AIRCRAFT NUMBER	LOCATION	HOOD/INST	NIGHT	BLOCK TIME	GRADING LEGEND:
PORTER	N-392-R	L-08	—:—	—:—	7:30 10:22	S Completed to Standard I Incomplete

	I	S
1. DOCUMENTATION		X
2. FLIGHT PLANNING		X
3. INSPECTIONS (INTERIOR)		X
(EXTERIOR)		X
4. KNOWLEDGE OF A/C AND EQUIPMENT		X
5. ENGINE STARTING		X
6. TAXYING		X
USE OF BRAKES		X
ENGINE RUN-UP		X
USE OF CHECK LIST		X
10. CREW BRIEFING AND TAKE-OFF DATA		X
11. TAKE-OFFS (NORMAL— 3)		X
(CROSSWIND— 2)	X	
(STOL— 6)	X	
(REJECTED— 0)	X	
(ENGINE FAILURE— 0)	X	
12. AREA DEPARTURE AND ATC PROCEDURES	X	
13. CLIMBS AND CLIMBING TURNS	X	
14. STEEP TURNS (450 BANK)	N/D	
15. STALLS/APPROACH TO STALLS		
16. MANEUVERING AT MINIMUM SPEED		
RAPID DESCENT AND PULL-UP		
ENGINE FAILURE/FIRE-FEATHERING		
PROPELLER UNFEATHERING		
20. SIMULATED EMERGENCIES:		
FIRES-HEATER, CARGO, CABIN		
SMOKE REMOVAL		
ELECTRICAL FAILURES-FIRES		
EMERGENCY DESCENT(S)		
HYDRAULIC SYSTEM FAILURE		
FUEL DUMPING		
BRAKE FIRE		
EMERGENCY EVACUATION		
BRAKE FAILURE		
USE OF AIRBRAKES	N/D	

	I	S
21. CHECK OF INSTRUMENTS		X
22. RECOVERY FROM UNUSUAL ATTITUDES	N/D	
23. INSTRUMENT AIRWORK		
24. RADIO TUNING AND ORIENTATION		
25. INTERCEPTION AND TRACKING		
26. HOLDING		
27. INSTRUMENT APPROACH (ADF—)		
(VOR—)		
(ILS—)		
(GCA—)		
28. MISSED APPROACH		
29. AREA ARRIVAL AND ATC PROCEDURES	N/D	
30. GO AROUND (BALKED LANDINGS)	X	
31. LANDINGS (CIRCLING MINIMUMS—)		
(NORMAL— 4)	X	
(CROSSWIND— 3)	X	
(ZERO FLAP— 0)	X	
(ACCURACY/SPOT- 8)		X
(STOL— 8)		X
(NIGHT— 0)	X	
(ENGINE(S) OUT— 0)	X	
32. LOW AND HIGH RECONNAISSANCE		X
ADDITIONAL PROCEDURES AND MANEUVERS		
33.		
34.		
35.		
GENERAL COMPETENCY		
36. CREW COODINATION		X
37. GENERAL AIRMANSHIP		X
38. JUDGEMENT		X
39. SMOOTHNESS AND COORDINATION		X
40. ADHERENCE TO SOP		X

A. Time trainee manipulated flight controls for purpose of training	12:00
B. Training time, this trainee, logged to company as non-revenue time	00:00

COMMENTS: 1. AT TIMES WILL LAND IN SLIGHT LEFT CRAB TO LEFT.
2. PATTERNS TO WIDE.
3. TAKES TO MUCH TIME FOR LETDOWNS & PROCEDURES.
4. PROGRESS IMPROVING IN GENERAL.

AW03

INSTRUCTOR CHECK AIRMAN

DISTRIBUTION: 1 INDIV TNG FILE, VIA, MFD; 2 MFT RECORDS; 3 DFD, VIA MFT

OP-374 17 JUN 66

C06117220

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

While I am an employee of Air America, Inc. and during my assignment in Laos, I agree to abide by local laws, in addition to the applicable Company regulations, and will respect local customs and conform to a high standard of moral and ethical conduct.

I further agree that I will not engage, for profit, directly or indirectly, either in my own name or in the name or through the agency of another person or entity, in any business, profession, or occupation in Laos, other than work assigned by competent authority within the Company and/or assigned by Air America, Inc. nor will I solicit in Laos.

I understand that the prohibitions and standards of conduct prescribed above are contractual requirements of the United States A.I.D Mission to Laos (USAID) as set forth in a contract between the Company and USAID, and I agree that violation of this agreement may result in and shall be good cause for the termination of my employment with Air America, Inc. and its associated companies.

[redacted]

21 JUN 1966
Date

Clarence N. Dun
Employee's Signature

20 June 1966
Date

C06117221

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

I hereby certify that I have no firearms of any description in my possession in Southeast Asia.

I further certify that I have read and understand the pertinent sections of the Personnel Manual pertaining to firearms, that I will abide by these regulations and that any violation thereof will subject me to immediate termination.

[redacted]

Clarence N. Dunn

Employee's Signature

20 June 1966

Date

20 June 1966

Date

C06117222

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

USMACTHAI/JUSMAGTHAI

STATEMENT OF UNDERSTANDING

I CLARENCE N. DRIVER have been informed by my Nation Control Official/Unit Commander of the contents of NACT regulation 60-1 pertaining to my responsibilities in exercising and safeguarding my duty-free privileges. I understand these responsibilities fully and hereby affirm that the items I am authorized to obtain through duty-free channel/outlets, to include the APO system will be solely for my own use and consumption and/or that of my bonafide dependents. Further, I will:

a. After receipt, willingly permit upon request duly authorized officials to inspect all major items/appliances transferred into host nation duty-free importation laws or merchandise purchased from duty-free outlets in country at the items location whether on or off US Government installations, bases, or buildings.

b. Report abuses of Exchange, Commissary, Class .I or APO privileges to the proper authorities.

c. Not sell, loan, pawn, give or otherwise transfer any individual NACT nation control forms except as expressly authorized by NACT Regulation 60-1.

d. Not possess or use any NACT nation control form except those issued by competent authority for my personal use.

e. Not reproduce or otherwise alter any NACT nation control form.

f. Be responsible for the safeguarding from theft or loss all items I obtain through the duty-free system.

g. Take all precautions to protect such items particularly when transporting items from sales outlets to my place of residence, and in the event of such loss or theft I may be subject to restriction, suspension, or revocation of my duty-free privileges and/or disciplinary action under Article 92 of the UCMJ or other action as appropriate in the event I fail to report, in writing, to proper authorities, all such losses or theft within 24 hours.

I have been informed that it is my responsibility to apprise my dependents of the foregoing and assume full responsibility for their actions in exercising their duty-free privileges.

Signature SSAN

Witness/Certifying Official Signature SSAN

C06117225
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

MEMORANDUM

TO : OP - TPE (Via Pres - TPE)

DATE: 3 August 1962

FROM : AMGDR - DCA (Via AMGDR - DCA)

REF. No. WG-62-3432

SUBJECT : Senior First Officer, C46 -- Charles G. Herrick - RSE-337

Mr. Charles G. Herrick, age 43, has an FAA ATR and approximately 6400 hours of which 4200 hours are on C46 equipment. He also has a substantial amount of heavy single engine aircraft experience and is current on the DC7F.

Despite his age, Mr. Herrick was selected over 11 other candidates because of his excellent references, attitude and experience. I believe that he will be a career-type employee and that he is capable of early checkout.

This commits the last of the C46/C47/C123 type vacancies for which we have RSEs at this time.

GWG:ph

cc: VPO - TPE (Via Pres - TPE)

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Personnel Division
13 Aug 1962
Taipei

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117226

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SPECIAL MAIL

American Cable & Radio System
An ITT Associate

"Via All-America"
"Via Commercial"
"Via Globe"
"Via Mackay Radio"

FOR FAST SERVICE, PLEASE INDICATE ONE ROUTING HERE

SERVES THE WORLD BY CABLE AND RADIO

SENDER (TO BE INSERTED) CIVIL AIR TRANSPORT XBU-5

DATE 8/3/62

TO

"Via"

[redacted]

TAIPEI

EMPLOYED [redacted] RSE401 EX ETD AUGUST SIXTEEN
CHARLES HERRICK RSE337 ETD AUGUST TWENTYONE STOP
[redacted] G202A DECLINED STOP TOKYO NOTIFIED ARRIVAL
[redacted] G202A AUGUST EIGHT [redacted] G132A AUGUST SIX
H032A

SEND THE ABOVE MESSAGE SUBJECT TO RULES AND REGULATIONS SET FORTH IN THE COMPANIES' TARIFF BOOK on FILE WITH THE FEDERAL COMMUNICATIONS COMMISSION

GWG

TYPE OR WRITE PLAINLY WITHIN BORDER

THIS MESSAGE WILL BE SENT FULL RATE UNLESS SENDER DESIGNATES (LT) LETTER TELEGRAM SERVICE. THIS ET DESIGNATION SHOULD BE PLACED BEFORE THE CABLE ADDRESS.

1 - 8/3/62

AC&R FACSIMILE SENDING BLANK

(b)(6)

APPROVED FOR RELEASE DATE: 09-Dec-2013

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C06117227

Aug 2 1962

ref chk

Chuck Herrick applican sfo

Telecon w/ [redacted]

[redacted] Paramount Hotel NYC
CIrcle 6-5500

ref has known subj abt two years - professionaly as well as socially.....

Pilot Ability/Quals - "Real good -(ref qualified the professional comment w/this is based on the period that he has been us)"

Potential - "yes"
Aptitude - "has displayed good apt and attitude"
Sober - "Yes, good family, very good as far as charact --his son and my son were on the swimming team togethe
Incidents - none of which ref aware, no negative reports
Dependable - "Good, always on time at crew call and is usually there before"

Would hire - "Yes"

good telecon -- ref indicated he would be interested as he has DC4-6-7 time; all ratings; etc -- during conversation then indicated his age 47; advised him that that was over our minimum...no animosity, indicated he understood. Ref gave good impression over phone - intelligence, good understanding, mature type answers....

[redacted]

(b)(6)

C06117229

(b)(6)

4-2-62

REF. BY [redacted]

GETS ALONG WELL.

SOBER.

QUIET.

GOOD PILOT, KNOWS EQUIPT.

DEPENDABLE.

WOULD RETHIRE

DEFINITELY CAPTAIN

MATERIAL.

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APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117232

(b)(6)

1-10-64

United States Secret Service
San Antonio, Texas

[redacted]

Read telegram and would like to talk to you.

Do not call collect. Will be in hotel — take him to airport by cab.

7/6

Tell attaches

C S

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APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117234
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

[redacted]

1 January 1962

[redacted]

San Antonio, Tex.

REC'D DCA JAN 26 1962

[redacted]

Deputy Managing Director
Civil Air Transport

Dear Sir:

It is my understanding that since my application was returned to you for a position as a capt. that there are openings for co-pilots. My application was for a Capt position, but I would be interested in a co-pilot position with a possibility of a check out as Capt. at a later date. I am immediatly available for a call and also have my passport and part of the required shots on my health record. Any consideration on these positions will be deeply appreciated by me.

Sincerely
Charles E. Ferrick

[redacted]

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Telefax

WESTERN UNION
INTERNATIONAL COMMUNICATIONS

To get fast, dependable service, write in "Via W. U. CABLES" here

To, QFJ 5/23/62
NIGHT LETTER

CIVIL AIR TRANSPORT

Via _____

MR. CHARLES G. HERRICK
[redacted]
SAN ANTONIO, TEXAS

IF YOU ARE STILL INTERESTED IN EMPLOYMENT ~~IN EMPLOYMENT~~ AS A PILOT IN SOUTHEAST ASIA PLEASE CALL ME COLLECT AFTER @ 2:00 PM, EDT, METROPOLITAN 8-2181, WASHINGTON, DC.

[redacted]
CIVIL AIR TRANSPORT

1272 1C (6-55) Send the above message subject to the terms of the Western Union Telegraph Company set forth in its tariffs on file with the Federal Communications Commission.

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117235

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(b)(6)

C06117236

APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

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DP - TPE (Via Pres - TPE) 3 August 1962

AMGDR - DCA (Via MGDR - DCA) WG-62-3432

Senior First Officer, C46 -- Charles G. Herrick - RSE-337

Mr. Charles G. Herrick, age 43, has an FAA ATR and approximately 6400 hours of which 4200 hours are on C46 equipment. He also has a substantial amount of heavy single engine aircraft experience and is current on the DC7F.

Despite his age, Mr. Herrick was selected over 11 other candidates because of his excellent references, attitude and experience. I believe that he will be a career-type employee and that he is capable of early checkout.

This commits the last of the C46/C47/C123 type vacancies for which we have RSEs at this time.

GWG:ph

cc: VPO - TPE (Via Pres - TPE)

C06117237

(b)(6)

APPROVED FOR RELEASE DATE: 09-Dec-2013

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3 August 1962

Ref.: WG-62-3420

Mr. Charles Grant Herrick

San Antonio, Texas

Dear Mr. Herrick:

We are enclosing the original and a copy of the letter setting forth the terms and conditions of employment. Please sign one copy and return it, if it meets with your approval.

You have received the Preplacement Physical Examination forms. A physical examination is required which will include blood test, blood count, chest X-ray and general physical condition. Please have your physician complete the forms, sign and return them to us. You are required to have Typhoid, Para-typhoid, Cholera and Smallpox immunisations and we advise Typhus and Tetanus for your protection. The Company will pay for these particular immunisations and for your physical examination so have your physician submit his bill to this office. Don't forget, all immunisations must be certified by a U.S. Public Health Office.

General instruction sheets regarding procedures to be used when you ship your personal/household effects have been given to you also. Please follow these directions carefully and itemize the contents of each carton or trunk you are shipping to the Far East.

It is absolutely essential that you have in your possession upon arrival in Taipei your up-to-date logbooks, properly certified, where required. Arrival without these records may seriously delay your assignment and flight duties.

It is important that you open a checking account prior to your departure and that you take along a supply of blank checks and deposit slips.

It is also suggested that you take along sufficient light weight clothing to be used until uniforms can be obtained locally.

A A C L

C O P Y

C06117237
APPROVED FOR RELEASE DATE: 09-Dec-2013

We shall be in touch with you in the very near future regarding your final travel arrangements.

Sincerely,

[redacted]
Assistant to Managing Director

GWG:ph
Ence. - as stated

bcc: DP - TE (Via MCDR - DCA, Pres - TPE)
Ref.: RSE-337, dated 4/10/62

C06117238

APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

AIR ASIA COMPANY LIMITED

亞洲航空股份有限公司

808 17TH STREET, N. W.
WASHINGTON 6, D. C.

TELEPHONE ME 8-2181

CABLE ADDRESS
"AIRASIA"

3 August 1962

Ref.: WD-62-3421

Mr. Charles Grant Herrick
[redacted]
San Antonio, Texas

Dear Mr. Herrick:

This letter constitutes an offer of employment in the position of Senior First Officer at a monthly salary of $650. This offer is subject to the following terms and conditions:

1. Your possessing the necessary qualifications in our opinion for the above position being offered.

2. Completion to the satisfaction of the Company of such personal history checks as it may deem necessary or desirable.

3. Your satisfactorily passing a physical examination and meeting the physical requirements as set forth by the Company for the position offer tc you.

4. Reporting for Duty:

   (a) You will report for duty at Air Asia Co. Ltd., 46 Chung Shan Rd., North, 2nd Section, Taipei, Taiwan on or before 24 August 1962 or at such other place as you may subsequently be notified.

   (b) As you will travel by air and will have to adhere to the prescribed passenger baggage weight limitations, the Company will pay for the transportation by surface shipment of up to 1,000 lbs. (or 120 cubic feet, depending upon basis of computation) of your personal effects from your bona fide home or place of employment to your station of assignment. Any duty or customs fees collectible on the shipment to or importation into a foreign country of your personal effects must be borne by you.

Salary:

Your salary will commence the day you start travel enroute to the place stated in paragraph 4(a) above, provided no undue or voluntary delays result enroute. Salary will be paid by U.S. dollar check once a month.

C06117238

APPROVED FOR
RELEASE DATE:
09-Dec-2013

6. Term of Employment:

Subject to your satisfactory completion of the probationary period, as set forth in the Company's Personnel Manual, your employment will be for an indefinite period. If you fail to meet at any time any of the conditions set forth in paragraphs 1, 2 and 3 above, or if your services become excess to the needs of the Company, and your services are therefor terminated by the Company, you will be given two weeks advance notice, or pay in lieu of such notice, with return passage to San Antonio, Texas If your services are terminated by the Company for any other reason you will be given return passage to San Antonio, Texas If, however, you resign prior to completion of at least three years of service, the Company will not be responsible for return passage for you or your dependents to San Antonio, Texas or for the repatriation of your personal property.

7. Location:

Your initial assignment will be at Taipei, Taiwan ; however, our operations in conjunction with those of our associated companies normally extend throughout the Far East and sometimes to other locations and you will be subject to assignment to work with an associated company and to assignment to any point of operations required by the Company.

8. Transportation for Dependents:

Transportation for your dependents will be provided by the Company upon certification by your Supervisor that you have successfully completed a probationary period of such duration as the Company deems necessary to evaluate your performance and suitability. However, if you wish to bring your dependents with you, you may do so at your own expense. You will, however, be reimbursed by the Company for dependent travel only after certification by your Supervisor, as provided above, that you have successfully completed your probationary period. In either case only travel by Company authorized route will be provided or reimbursed and reimbursement will be only at authorized Company discount fares.

9. Company Personnel Manual:

The terms, conditions, and benefits relating to employment with the Company are set forth in its Personnel Manual. Except and unless expressly provided to the contrary herein, the provisions of the Personnel Manual control, and where not expressly contrary to the Personnel Manual the matters set forth herein which are covered in the Personnel Manual are subject to the provisions of the Personnel Manual relating hereto. The following generalize some of the benefits of employment with the Company:

(a) Annual Leave: Two weeks annual leave with pay for each full year of service. Annual leave may be accrued up to a maximum of four weeks. Payment for unused annual leave will be made upon separation from employment for the convenience of the Company (without prejudice), or upon separation for any reason provided such separation takes place after completion of a full year of service.

C06117238
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b) Sick Leave: Two weeks sick leave per year. Unused sick leave is carried forward to the following year and is cumulative up to a maximum of sixty (60) days; however, no payment is made for unused sick leave.

(c) Home Leave: After completion of three years service with the Company you will be entitled to ninety (90) days home leave with pay and transportation for you and your dependents to your bona fide home. Payment for accrued unused home leave will be made upon separation from employment in the event of termination of employment by the Company on a non-prejudice basis or upon termination for any reason after completion of two years continuous employment.

10. Personal Conduct:

We expect that personal conduct of our employees will reflect no discredit upon themselves, upon their fellow employees, or upon the Company. Excessive or even considerable use of intoxicants will not be permitted.

An employee's dependents for purposes of Company afforded travel referred to herein are his wife and children under eighteen years of age.

This letter constitutes the only authorized offer of employment to you from or on behalf of the Company. We have attempted to cover the general terms of your employment and some of the benefits which will result from your employment. As provided above, it is understood that the Personnel Manual (as it presently exists and as amended from time to time) is the final authority on details. It is an employee's privilege and responsibility to familiarize himself with the Company's Personnel Manual and the benefits provided therein.

If this offer of employment is acceptable to you, will you please indicate your acceptance by signing the enclosed copy hereof, as provided below, and returning that copy to us at the above letterhead address. This offer of employment shall remain in effect only for a period of thirty (30) days from the above date unless extended by written notice from me.

Very truly yours,

for [redacted]

GAD:ed

I have read, understand, agree with, and accept the above offer of employment this 8 day of August, 1962.

Charles G. Herrick

ALL REDACTIONS ON THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

REQUEST FOR PERSONNEL ACTION

Dept. RPA No. VPO-RPA-62-394 Name HERRICK, Charles Jr (In English) (In Chinese) Payroll No.

Effective Date Requested * (FOR SEPARATION, EFFECTIVE DATE MEANS LAST WORKING DAY, THEREFORE, ADD "AS OF CLOSE OF BUSINESS" AFTER THE DATE.)

Actual Effective Date (1) 28 August 1962 (TO BE FILLED IN BY PERSONNEL DIV) (2) SEP 13 1962 (b)(6)

PROPOSED ACTION: (1) (Check One) [X] New Appointment [ ] Change in Position/Salary [ ] Separation [ ] Reinstatement [ ] Disciplinary Action (2) [ ] Other Reassignment

	PRESENT STATUS	PROPOSED STATUS
TITLE & ACCOUNTING CODE No.	Applicant	Senior First Officer
SALARY - GRADE, STEP & PAY STANDARD		FP/PS Rev. 11 Code "F" Job order
EMPLOYMENT STATUS - PERMANENT, TEMPORARY OR FIXED TERM		Permanent
DEPARTMENT/DIVISION/OFFICE		CPO/Operations
LOCATION		** VTE for SZVTE 131030
*CLASSIFICATION - STAFF EMPLOYEE OR WORKER		Staff employee

* *As stipulated under Job Classifications in Personnel Manual.*

Working under the immediate supervision of Chief Pilot (Name) (Title)

BASIS FOR RECOMMENDATION: *(1) For New Appointment indicate authorization, e.g. approved Request for Salaried Employee(RSE), replacement; length of probationary period, etc. (2) For Separation indicate whether or not replacement is required.*

Refer VPO-RSE-62-020 (DCRSE-337)

*To be inserted by PND

**To be decided after applicant reports to Taipei and has been interviewed by VPO

[X] Approved [ ] Disapproved Director of Personnel

Vacancy in order

(Use reverse side if additional space is required)

Requested by: (Department Head) VPO (Division Director or Officer) Date 6 August 1962

Concurred by: Station Manager/ Regional Director Date

**Head of Department/ Division or Office Date

Officer Date

Approved by: Officer Date 6 August 1962

President Date 3 Sept 62 (new 8 Sept)

Director of Personnel Date SEP 3 1962

(**Where concurrence by a Department/Division or Office other than the originating Department/Division or Office is required, e.g. inter departmental or divisional transfer.)

Distribution by Personnel Division after final approval:

Original: [ ] For Personnel Division.

Copy : [ ] To (Originator of RPA) via for notification of approval.

[ ] To via for information.

FOR PERSONNEL DIVISION USE ONLY									
ROUTING ORDER	1/7 R/D	6 S/O	2/5 W/A	7 SEC	CPL	ADP	4 DP	8 P/F
INITIALS								
DATE	7/8							

REMARKS: cc: CPO via CSS (info & files)

Personnel Division 7 Aug 1962 Taipei

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117241

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APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

W

QU WASAYFA

.TPEAAFA 271159

MGDR WAS

TP1925 27 DECEMBER 1971

REC'D WAS DEC 27 1971

SUBJ TIME OFF FLIGHT SCHEDULE

REF TP1176 DATED 11 AUGUST 1971

1. VIENTIANE FIRST OFFICER C. N. DRIVER FROM 23 DECEMBER THRU 3 JANUARY HIS ADDRESS IS [redacted] LOS ANGELES, CALIFORNIA. PHONE 292-3875.

2. THIS REPORT COVERS BOTH 25 AND 27 DECEMBER.

PRES TPE

;

271340

271342

BOC 011

C06117244

APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

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#V
QU WASAYFA
.TPEXTFA 060825

PAT'S

REC'D WAS OCT 6 1972

MGDR WAS
TP3840 6 OCTOBER 1972
SUBJ TIME OFF FLIGHT SCHEDULE
REF TP1176 DATED 11 AUGUST 1971

FIRST OFFICER C. N. DRIVER FROM 4 OCTOBER THROUGH 13 OCTOBER HIS ADDRESS IS [redacted], LOS ANGELES, CALIFORNIA 90043, TELEPHONE 295-3875.

GREEN FOR PRES TPE

;
060907
060909
BOC 004

C06117245

(b)(6)

APPROVED FOR RELEASE DATE: 09-Dec-2013

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ZCZC MC059
QF TPEOAHO
.VTENFFA 071015

P-files

IMT
TO : VPFO TPE
INFO: VP/L MTS S MTC CP/L SRTM PM CSY [redacted] VTE VP/SOM UTH
SUBJ: OPS ALERT C123K 554524
REF :

J.H. ACKLEY C.N. DRIVER F/O [redacted] (15634) AFD
[redacted] (21512) AFD.
AIRCRAFT DEPARTED L54 0808Z ETA L25 0905Z. AND IS OVERDUE.
SAR INITIATED USING PC6C N365F, N367F.
L54 CUSTOMER REPORTS NO PASSENGERS OR CARGO. 0900Z L25 WEATHER
25 OVERCAST VISIBILITY 2 MILES WITH TRW. WILL ADVISE.

SOM VTE C73 071010Z

;

NNNN

C06117247

(b)(6)

QU WASAYFA
.TPEXTFA 081145

DW copy

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MGDR WAS REC'D WAS MAR 8 1973
TP4899 8 MARCH 1973
SUBJ VIENTIANE REPORTS MISSING C123K 554524

APPROVED FOR RELEASE DATE: 09-Dec-2013

1. VIENTIANE REPORTS THE FOLLOWING:

AAA PRESUMED 10-1 (4)
BBB C123KF . DRIVER F/O NKNOWN
[redacted] (15634) AFD UNKNOWN
[redacted] (21512) AFD UNKNOWN
FFF NIL
GGG UNKNOWNN AIRCRAFT REMAINS MISSING
HHH AIRCRAFT DEPARTED LUANG PRABANG (L-54) AT 0808Z.
DEPARTURE MESSAGE RECEIVED AT 0811Z ESTIMATING
BAN HOUEI SAI (L-25) AT 0905Z. CARGO MANIFESTED
AS 40 EMPTY CARGO PALLETS. NO FURTHER COMMUNICATION
I FROM AIRCRAFT REPORTED. REPORTS FROM PILOTS IN THE
AREA AT 0800 TO 0900Z REPORT THUNDERSTORMS, RAIN AND
STRONG SOUTHWEST WINDS;. COMMUNICATIONS AND AIR
SEARCH C07 PM FRUITLESS. SAR C08 USING C7A 605430,
DMC6 N6868, N389EX AND VTB N9542Z DISCONTINUED
080515Z DUE ADVERSE AREA WEATHER. WILL CONTINUE SAR
C09 USING C7A, DHC6, VTB AND HUGHES 500.
III 0800Z L-54 PARTIAL OBSCURATION 3,000 BROKEN 8,000 OVERCAST
C DEW POINT 21 DEGREES C ESTIMATED ALTIMETER 2995 WINDS ALOFT
AT 10,000 FEET 190 TO 210 DEGREES AT 15 TO 20 KNOTS
JJJ 0002
KKK [redacted], ACP/L
LLL WILL ADVISE

2. MRS. DRIVER IS CURRENTLY RESIDING CONUS AND IT IS REQUESTED THAT SHE BE ADVISED OF MISSING STATUS.

MRS. ALLENE L. DRIVER
[redacted]

3. MRS. ACKLEY IS CURRENTLY AT VIENTIANE AND HAS BEEN NOTIFIED. FOR YOUR INFORMATION, CAPTAIN ACKLEY'S DAUGHTER, [redacted] PLANS TO CALL HER BROTHER, [redacted] AS SOON AS POSSIBLE. OUR MOST RECENT RECORD ADDRESS FOR [redacted] IS:

[redacted]

WE SUGGEST THAT HOME OFFICE ALSO CONTACT [redacted] AND ADVISE HIM THAT HIS FATHER IS MISSING IN CASE [redacted] IS UNABLE TO COMPLETE HER PLANNED TELEPHONE CALL.

4. WILL ADVISE OTHER DETAILS AS KNOWN.

4 3/8/73

C06117247

#V
QU WASAYFA
.TPEXIFA 081055

REC'D WAS MAR 8 1973

APPROVED FOR RELEASE DATE: 09-Dec-2013

MGDR WAS
TP4398 8 MARCH 1973
SUBJ XOXO - C123K 554524

AAA PRESUMED 10-1 (4)
BBB C123K 554524
CCC UNKNOWN
DDD UNKNOWN 07 MARCH 1973 AFTER 0811Z
EEE J. H. ACKLEY PIC UNKNOWN
C. N. DRIVER F/O UNKNOWN
[redacted] (15634) AFD UNKNOWN
[redacted] (21512) AFD UNKNOWN
FFF NIL
GGG UNKNOWN, AIRCRAFT REMAINS MISSING
HHH AIRCRAFT DEPARTED LUANG PRABANG (L-54) AT 0808Z. DEPARTURE MESSAGE RECEIVED AT 0811Z ESTIMATING BAN HOUEI SAI (L-25) AT 0905Z. CARGO MANIFESTED AS 40 EMPTY CARGO PALLETS. NO FURTHER COMMUNICATION FROM AIRCRAFT REPORTED. PIREPS FROM AREA AT 0800 TO 0900 REPORT THUNDERSTORMS, RAIN AND STRONG SOUTH WEST WINDS. COMMUNICATIONS AND AIR SEARCH C07 PM FRUITLESS . SAR C08 USING C7A 605430, DHC6 N6868, N369EX AND VTB N9542Z DISCONTINUED 080515Z DUE ADVERSE AREA WEATHER. WILL CONTINUE SAR C09 USING C7A, DHC6, VTB AND HUGHES 500.
III 0800Z L-54 PARTIAL OBSCURATION 3,000 BROKEN 8,000 OVERCAST 4 MILES VISIBILITY WITH GROUND FOG TEMPERATURE 23 DEGREES C DEW POINT 21 DEGREES C ESTIMATED ALTIMETER 2995 WINDS ALOFT AT 10,000 FEET 190 TO 210 DEGREES AT 15 TO 20 KNOTS
JJJ 0002
KKK [redacted], ACP/L

BEVANS FOR PRES TPE

— 4

3/8/73

C06117248

(b)(6)

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

QU TPEXTFA
•WASAYFA 081729Z

TO PRES TPE
FROM MGDR WAS HOC083D
SUBJ MISSING C123K 554524
REF TP4899

MRS• ALLENE L• DRIVER AND [redacted] NOTIFIED•

;

#

SENT WAS MAR 8 1973

SUBJECT FILE COPY

(b)(6)

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

NNNNZCZC MC Ø28
QF TPEGPHO TNNGPHO SGNXTFA
WTERMFA Ø8Ø6Ø5

3/8/73 1430L

TO : TPE TNN SGN UTH BKK
INFO :
SUBJ : XOXO
REF :

AAA PRESUMED 10-1 (4)
BBB C123K 554524
CCC UNKNOWN
DDD UNKNOWN Ø7 MARCH 1973 AFTER Ø811Z
EEE J.H. ACKLEY PIC UNKNOWN
C.N. DRIVER F/O UNKNOWN
[redacted] (15634) AFD UNKNOWN
[redacted] (21512) AFD UNKNOWN
FFF NIL
GGG UNKNOWN, AIRCRAFT REMAINS MISSING
HHH AIRCRAFT DEPARTED LUANG PRABANG (L-54) AT Ø8Ø8Z. DEPARTURE MESSAGE RECEIVED AT Ø811Z ESTIMATING BAN HOUEI SAI (L-25) AT Ø9Ø5Z. CARGO MANIFESTED AS 4Ø EMPTY CARGO PALLETS. NO FURTHER COMMUNICATION FROM AIRCRAFT REPORTED. PIREPS FROM AREA AT Ø8ØØ TO Ø9ØØZ REPORT THUNDERSTORMS, RAIN AND STRONG SOUTHWEST WINDS. COMMUNICATIONS AND AIR SEARCH CØ7 PM FRUITLESS. SAR CØ8 USING C7A 6Ø543Ø, DHC6 N6868, N389EX AND VTB N9542Z DISCONTINUED Ø8Ø515Z DUE ADVERSE AREA WEATHER. WILL CONTINUE SAR CØ9 USING C7A, DHC6, VTB AND HUGHES 5ØØ.
III Ø8ØØZ L-54 PARTIAL OBSCURATION 3,ØØØ BROKEN 8,ØØØ OVERCAST 4 MILES VISIBILITY WITH GROUND FOG TEMPERATURE 23 DEGREES C DEW POINT 21 DEGREES C ESTIMATED ALTIMETER 2995 WINDS ALOFT AT 1Ø,ØØØ FEET 19Ø TO 21Ø DEGREES AT 15 TO 2Ø KNOTS
JJJ ØØØ2
KKK [redacted] ACP/L
LLL WILL ADVISE

VP/L CP/L MTS/L SOM MSAFE/VTE Ø8Ø556Z

C06117250

(b)(6)

#V
QU WASAYFA
.TPEXTFA 091101

REC'D WAS MAR 9 1973

MGDR WAS
TP4910 9 MARCH 1973
SUBJ MISSING C123K-554524
REF HOC083D
TP4899

1. ACKLEY FAMILY HAS BEEN IN CONTACT WITH SON [redacted] (DATE OF BIRTH [redacted] AND MRS. ACKLEY REQUESTS THAT HOME OFFICE MAKE ARRANGEMENTS FOR [redacted] TO TRAVEL TO VIENTIANE. FURTHER SHE ADVISED THAT IF DAUGHTER [redacted] (DATE OF BIRTH [redacted]) DESIRES TO TRAVEL TO VIENTIANE, THE HOME OFFICE MAY MAKE SIMILAR ARRANGEMENTS. COST OF TRAVEL WILL BE DEDUCTED FROM [redacted] ACCOUNT.

2. FROM OUR RECORDS, WE ARE UNABLE TO PROVIDE A CURRENT ADDRESS ON [redacted] HOWEVER, WE BELIEVE THAT [redacted] WILL BE ABLE TO PROVIDE SAME. WE ARE ADVISED THAT [redacted] WILL BE IN CONTACT WITH HOME OFFICE IN CONNECTION WITH HIS TRAVEL TO VIENTIANE.

3. VIENTIANE ADVISES THAT CSY HAS TAKEN CUSTODY OF A VOLKSWAGON VEHICLE WHICH IT IS BELIEVED BELONGS TO F/O DRIVER BUT WHICH IS STILL REGISTERED IN THE NAME OF [redacted]. PLEASE CONTACT [redacted] AND REQUEST THAT HE ADVISE OWNERSHIP OF THE CAR. [redacted] CONTACT ADDRESS IS:

[redacted]

BEVANS FOR PRES TPE

[redacted]

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APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117251

APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

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MGDR WAS
TP4917 10 MARCH 1973
SUBJ MISSING C123K 554524
REF TP4899

SAR CONTINUES WITH NO FURTHER RESULTS REPORTED AT 1945 LOCAL TAIPEI TIME.

[redacted] FOR PRES TPE

PRESIDENT FILE
VPIR
VPFO
VPL
VPA
DSAFE
DP
MESB

pfl

C06117253

(b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

MGDR WAS
TP4929 13 MARCH 1973
SUBJ MISSING C123K 554524
REF TP4899

SAR CONTINUED WITH NO FURTHER RESULTS REPORTED AT 1700 LOCAL TAIPEI TIME.

[redacted] FOR PRES TPE

PRESIDENT FILE
VPIR
VPFO
VPL
VPA
DSAFE
DLRG
DP
MESB

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117254

APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

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MGDR WAS
TP4936 14 MARCH 1973
SUBJ MISSING C123K 554524
REF TP4899

1. VIENTIANE ADVISES THE FOLLOWING:
QUOTE LLL 554524 WRECKAGE SIGHTED AND CONFIRMED BY N354X AND N366F AT QB 2398 APPROXIMATELY 140430Z. DUE TO GROUND FIRE, BOTH SAR AIRCRAFT DEPARTED THE SCENE AND ARE NOW ENROUTE TO L54. DUE TO AREA SECURITY AND POLITICAL SITUATION, ACCESS TO SITE NOT FORE-SEEABLE IN IMMEDIATE FUTURE. WILL KEEP INTERESTED PARTIES ADVISED. UNQUOTE

2. WE WILL DISCONTINUED DAILY STATUS REPORTS AND WILL ADVISE INFORMATION CONCERNING EMPLOYEES, DEPENDENTS, ETC. AS NECESSARY.

[redacted] FOR PRES TPE

PRESIDENT FILE
VPIR
VPFO
VPL
VPA
DSAPT
DLRC
DP
MESB

C06117256

APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

OFFICE OF VICE PRESIDENT/SECRETARY-LEGAL COUNSEL

OFFICE OF PRESIDENT
RECD 1962
HEAD OFFICE

TRANSLATION No. 14022.

Letter No. AN-1-51-04896 Date: September 21, 1962

REC'D DCA SEP 28 1962

To : Air Asia Company Limited

From : Aviation Safety Division, CAA

With reference to your A-51-10359 [VPO-62-2427-C/8] and A-51-10366 [VPO-62-2437-C/8] of September 3 and 7 respectively, please notify [redacted] and C. G. Herrick to take the written examination at our Conference Room at 8:30 a.m., 27 September 1962.

Aviation Safety Division, CAA

[redacted] - ATD 8/25 HEL 10

Herrick - ATD 8/28 C46 (POTENTIAL R/CAPT)

MCDR

Distribution: President
VPO - Action
GAM
File

Remarks:

for *Office of Vice President / Secretary-Legal Counsel*
September 21, 1962

OVPSLC-TTC-002

C06117257

APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

MGDR WAS
TP4939 15 MARCH 1973
SUBJ MISSING C123K 554524
REF TP4899, TP4936

VIENTIANE ADVISES THE FOLLOWING:

"DEBRIEF OF PILOTS OF N366F AND N354X INDICATES WRECKAGE CONFINED TO 400 FOOT AREA AT QB2398 AND DESTROYED BY IMPACT AND FIRE. NO APPARENT SURVIVORS AND NO PARACHUTES SIGHTED IN AREA. FURTHER ACTION PENDING INFORMATION ON SITE SECURITY FROM CUSTOMERS. WILL KEEP INTERESTED PARTIES ADVISED."

[redacted] FOR PRES TPE

PRESIDENT FILE
VPIR
VPFO
VPL
VPA
DSAFE
DLRG
DP
MESB

C06117258

APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

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MGDR WAS
TP4905 9 MARCH 1973
SUBJ MISSING C123K 554524
REF TP4899

SEARCH SOMEWHAT HAMPERED BY WEATHER HAS DISCLOSED NO NEW INFORMATION THROUGH APPROXIMATELY 1530L MARCH 9.

[redacted] FOR PRES

PRESIDENT FILE
VPIR
VPFO
VP-L
VPA
DSAFE
DLRG
DLRF
DP
MESB

C06117261

(b)(6)

TRAVEL ORDER

DEPARTMENT:
DIVISION :
OFFICE : Chief Pilot's Office

REF. No. CP-TO-62-468

DATE: 11 Sept 1962

NAME (IN ENGLISH)	C. G. Herrick (IN NATIVE LANGUAGE)
TITLE	Sr. First Officer IDENTIFICATION CARD/PAYROLL No.
PURPOSE OF TRAVEL:	Report P/A Station for area familiarization and flight training Return ticket for coming CCAA written exam soon as arranged
ITINERARY: (LIST ALL STATIONS ON ROUND TRIP BASIS IF APPLICABLE.)	TPE-HKG-BKK-VTE & RETURN
KIND OF TRANSPORTATION:	Company aircraft DATE OF TRAVEL: (ON OR ABOUT) 11 Sept 1962
ON ARRIVAL, REPORT TO:	ODHKG OMBKK OMVTE FOR DUTY, REPORT TO: SZ/OMBKK SZ/OMBKK RCP/SEA

FAMILY ENTITLED TO TRANSPORTATION	NAME	RELATION	AGE	FROM	TO	BAGGAGE ALLOWANCE
	-	-	-	-	-	-

REMARKS: (TRAVEL ADVANCE LIMITATIONS, ETC.)	ANNUAL LEAVE DATES	TICKET VALIDITY
N/A	-	-

APPROVALS

SUPERVISOR	DEPARTMENT HEAD	DIVISION DIRECTOR	OFFICER	DIRECTOR OF PERSONNEL	PRESIDENT
-					-

DP'S (OR HIS DESIGNEE'S) APPROVAL IS REQUIRED FOR ALL EMPLOYEE TRAVEL EXCEPT ON COMPANY BUSINESS.

CHARGE:
1. BSA (CPO)
2. Contract #57-08 AF62(531)-1683

cc: SZBKK via OMBKK
SZVTE via OMVTE
~~RCPSEA via RDSEA~~

TOTAL NUMBER OF COPIES REQUIRED

A. 2 COPIES FOR ALL TRAVEL EXCEPT ON COMPANY BUSINESS
ORIGINAL: FOR SURRENDER BY EMPLOYEE (OR DEPENDENTS) TO TICKET OFFICE IN EXCHANGE FOR TICKETS.
COPY : FOR FORWARDING TO PERSONNEL DIVISION FOR "P" FILE.

B. 3 COPIES FOR TRAVEL ON COMPANY BUSINESS
ADDITIONAL SIGNED COPY TO BE ATTACHED TO REQUEST FOR TRAVEL ADVANCES OR TRAVEL EXPENSE REPORT.

PD-12 R5

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(b)(6)

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APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117285

INTER-OFFICE ROUTING S[illegible]

REF. No. OR IDENTIFICATION OF THE ATTACHED:

TO

VPO

ACTION

For your information
Initial and pass on
For your comments
Please handle
Take up with me
For your approval
For your decision
Investigate and report
Bring up to date
Draft reply
For your file
Note and destroy
Please return to:

REMARKS:

[redacted] - Flight Engineer
HERRICK, Charles G. - Senior First Officer

Enclosed herewith each one advance copy of application for employment for the abovelisted personnel.

(Turn over for additional space)

DATE 8 August 1962 FROM RR-PMD

CS-3

C06117287

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APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

PERSONNEL DIVISION

ORIENTATION SLIP

C-46

Name HERRICK, Charles G. Title Senior First Officer - [redacted]

The above named employee is required to report to the Officers and/or Division Directors indicated below for pre-assignment general orientation.

(To be checked by Director of Personnel)

		Date	Signature
1	P & V	Aug. 31, 1962	G. G. Lee
[2]	Chief, Medical Department	31 Aug 1962	
☐	President		
☐	Assistant Vice President		
[3]	Vice President - Operations	3 Sept '62	
[4]	Manager, Operations Training	5 Sept 62	
[5]	Director of Security	4 Sept 62	
☐	Supply Coordinator - TPE Area		
☐	Vice President - Traffic & Sales		
☐	Vice President - Secretary/Legal Counsel		
☐	Treasurer-Controller		
☐	Vice President - General Affairs		
☐	Director of Public Relations/Advertising		
☐	Vice President - Technical Services		
[6]	Director of Personnel	6 Sept 62	

Upon completion of orientation, this form should be returned to PND where it will be placed in the employee's Personnel file.

PD-20R1

C06117288

APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

AIR AMERICA
INC.

Box 1
APO San Francisco 96263

25 January 1973 P-73-07

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

Mr. C.N. Driver
[redacted]
Los Angeles, Calif. 90043

Dear Mr. Driver :

On January 22, 1973, the Far East Pilots Association, as the sole bargaining agent of you and your fellow pilots, advised the Company through a letter from the Association's President that the pilots of Air America, Inc. would stand down from the services of the Company effective midnight January 23.

At that point the Company began circulation of the enclosed letter and attachment to each pilot in the Far East. As you will note, each pilot not on leave was directed to report to duty at 8 A.M. on January 24 under the terms and conditions outlined in the attachment.

The Company is extremely gratified that with minimal exceptions Air America's pilots reported as directed, and operations are continuing normally. In the belief that you will be vitally interested, we are hereby advising you and your fellow pilots on leave of the new terms and conditions of employment, which confer numerous increased benefits and which, with possibly minor exceptions, are effective January 1, 1973.

We hope that you are enjoying your leave and look forward to your return to duty as scheduled. If for any reason your plans should change, would you please advise the Company as soon as possible.

Sincerely
Original Signed By
[redacted]
President
[redacted]
President
Air America, Inc.

cc: ✓MGDR
VPIR
VPFO
DP
VP//~~BW~~ VTE , Upon reporting in at VTE , please make sure Mr. Driver is given this letter prior to being assigned to the Flight Schedule.

FORM 4490100

C06117289

(b)(6)

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TO : C. R. DRIVER via AVPPO/DFD, VP DATE : JAN 15 1973

FROM : MRS METD, PND, TPE Laos, PAVTE , CP/1 REF.NO.: PND-RS-73/0001

SUBJECT : Leave and Travel Status Notification (as of 31 December 1972)

The following particulars concerning your accrued unused leaves and travel status as of 31 December 1972 are furnished for your information. Please contact us if you have any questions.

Your Date of Employment/Adjusted Anniversary Date:	15 May 196-	
You are a participant of the Annual Vacation/Travel Program		
Number of Days of Accrued Unused Leave as of 31 December 1972:		
Annual Vacation :	0	days
Annual Leave (residual):	8.80	days
Home Leave (residual) :	4.83	days
Travel Time Earned (pro-rated) :	1.40	days
Home Leave Travel Allowance (residual) :	US$ —	
Date Annual Vacation Travel Due:	15 May 1973	

Remarks: Please note that according to paragraph B1, page 33, Annual Vacation/Travel Program section, Leave chapter of Personnel Manual, "there shall be no accrual of Annual Vacation in excess of 60 days."

Original signed by

MRS METD

cc: PAVTE
DFD
RS File
√P/F

PD-215A R1 (for Cockpit Personnel) (1 Jan. 1973)

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117290

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(b)(6)

APPROVED FOR RELEASE DATE: 09-Dec-2013

MEMORANDUM

TO : C.N. Driver via AMFD/C-123 DATE: 3 Oct. 1968

FROM : MFD/L REF. No. AA/MFD/L-68-125

SUBJECT : Change in Position

This is to advise the effective date of your change in position to First Officer is 13 September 1968.

Original Signed by

[redacted]

[redacted]

cc: HMVTE
PMVTE
AMFD/C-123
ASVTE
SRVTE
File

CB-4A R9

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(b)(6)

M E M O R A N D U M

TO : See Distribution List Below

FROM : VP-P

SUBJECT: Return of Missing Employees

REFERENCE: VPA memo dated 26 January 1973

VP-L
29 MAY 1973

DATE: 29 May 1973

REF NO.: VPA-73-27

Attached please find four more pamphlets which provide information about the following employees who are listed as missing in Southeast Asia as of 8 March, 1973:

Name	Position
James H. Ackley	Captain
Clarence N. Driver	First Officer
[redacted]	Air Freight Dispatcher
[redacted]	Air Freight Dispatcher

cc: CEO via RVP-OSG
President, Air Asia
RVP-OSG D/T TPE
VP-L - OSG D/T TPE
VPO-OSG D/T TPE
VPIR-OSG D/T TPE
Controller
VP-SVND SGN
VP-LD VTE
VP-NTD UTH
AVP-BKK
GM-NPD-OKO
DP (2)
File
A/File

APPROVED FOR RELEASE DATE 09-Dec-2013

C06117295

(b)(6)

TRAVEL ORDER

DEPARTMENT:
DIVISION :
OFFICE :

REF. No RDJ-TO-197-62

DATE: 27 August 1962

NAME (IN ENGLISH) HERRICK	(IN NATIVE LANGUAGE)
TITLE	IDENTIFICATION CARD/PAYROLL No.

PURPOSE OF TRAVEL:

Initial employment per Washington cable H242D

ITINERARY: (LIST ALL STATIONS ON ROUND TRIP BASIS IF APPLICABLE.)

TYO/TPE

KIND OF TRANSPORTATION: CAT	DATE OF TRAVEL: (ON OR ABOUT) CT25/30 August
ON ARRIVAL, REPORT TO:	FOR DUTY, REPORT TO:

FAMILY ENTITLED TO TRANSPORTATION	NAME	RELATION	AGE	FROM	TO	BAGGAGE ALLOWANCE

REMARKS: (TRAVEL ADVANCE LIMITATIONS, ETC.)	ANNUAL LEAVE DATES	TICKET VALIDITY

APPROVALS

SUPERVISOR	DEPARTMENT HEAD	DIVISION DIRECTOR	OFFICER	DIRECTOR OF PERSONNEL	PRESIDENT
ORIGINAL SIGNED BY					

DP'S (OR HIS DESIGNEE'S) APPROVAL IS REQUIRED FOR ALL EMPLOYEE TRAVEL EXCEPT ON COMPANY BUSINESS.

CHARGE:

TOTAL NUMBER OF COPIES REQUIRED

A. 2 COPIES FOR ALL TRAVEL EXCEPT ON COMPANY BUSINESS
ORIGINAL: FOR SURRENDER BY EMPLOYEE (OR DEPENDENTS) TO TICKET OFFICE IN EXCHANGE FOR TICKETS.
COPY : FOR FORWARDING TO PERSONNEL DIVISION FOR "P" FILE.

B. 3 COPIES FOR TRAVEL ON COMPANY BUSINESS
ADDITIONAL SIGNED COPY TO BE ATTACHED TO REQUEST FOR TRAVEL ADVANCES OR TRAVEL EXPENSE REPORT.

PD-12 R5

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C06117296
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(b)(6)

DATA CHECK SHEET
for
BOARD OF REVIEW

RE: EMPLOYEE INJURY/ILLNESS/DEATH

1. Employee: Clarence N. Driver No.: 07740

2. Age: 51 Nationality: USA Passport No. _____

3. Permanent/~~Temporary~~

4. Date of Employment: 15 May 1966

5. Date of ~~Injury/Illness/Death~~ Missing: 7 March 1973

6. On Date of ~~Injury/Illness/Death~~ Missing

   a. Job Assignment: SIC

   b. Contract No. 0002

   c. Station of Permanent Assignment: VTE

   d. Station of Assignment: VTE

   e. Title: First Officer

   f. Salary: FP/PS-D (Pilots)

7. Nature of ~~Injury/Illness/Death~~ Missing: Aircraft accident

   a. Death Certificate: Yes/No

      (1) Issued by _____

      (2) At: _____ (3) On: _____

   b. Other Documents Obtained: _____

   c. Cause of Injury/Illness/Death: _____

   d. Period of Last Illness in the Event of Death: N/A

   e. Hospitalized at : N/A

      from _____ to _____

APPROVED FOR
RELEASE DATE:
09-Dec-2013

C06117296

f. ~~Injury/Illness/Death~~ Missing Occurred At:

(1) City: ~~OR2398~~

(2) Time and Date: ~~after 0811Z, 7 March 1973~~

g. Accident Reports Submitted: _____

8. Company Medical Doctor's Report(s):

a. Issued by: _____

b. On: _____

c. Summary: _____

_____

9. Any History of Illness/Cause of Death Reflected in Company Records:

a. Yes/No

(1) If so, summarize: _____

_____

10. Any Medical Waivers in "P" File:

a. Yes/No

b. If so, summarize: _____

_____

11. Participation in any Company Retirement Plan:

a. Yes/~~No~~

b. If so, identify: ~~1151~~

c. Beneficiary: ~~Allene L. Driver~~

12. Next of Kin Notified:

a. Yes/~~No~~

b. If so, when: ~~8 March 1973~~

how : ~~By Home Office~~

whom notified: ~~Mrs. Allene Driver - wife~~

APPROVED FOR RELEASE DATE: 09-Dec-2013

13. Relatives:

a. Spouse: Allene L. Driver

(1) Address: [redacted]

b. Children (Name, ages, address) [redacted] same as above.

[redacted]

c. Other :

d. Summarize Repatriation Arrangements made/to be made for Dependents:

14. Remains:

a. Disposition: How:

Where:

When:

15. Washington Office Notified:

a. Yes/~~No~~ How: TP4899

When: 8 March 1973

16. Disposition and Beneficiary Form:

a. Yes/~~No~~

b. Name of Beneficiary/Personal Representative:

Mrs. Allene Driver - wife

17. Personal Effects:

a. Nature:

b. Location:

c. Disposition, if any:

d. Other:

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117296

18. Additional Remarks: _____

_____

_____

FOR DECISION BY THE BOARD OF REVIEW:

1. Injury/Illness/Death - in Line of Duty/Not in Line of Duty
2. If LOD:
   a. Hazardous/Non-Hazardous
   b. Basis for determination _____
3. If not LOD:
   a. Was cause through employee's misconduct: _____
   b. If so, summarize: _____

   _____

   _____
4. Benefits to be Determined:
   a. Amount: _____
   b. Basis: _____
   c. To whom to be paid: _____
   d. How Payment to be effected: _____
5. Who to bear the following costs: _____
   a. Cost of last illness: _____
   b. Preparation of remains for burial: _____
   c. Repatriation of:
      (1) Remains of _____
      (2) Rental of Containers, etc. _____
      (3) Personal Effects _____
      (4) Dependents _____
6. Other Items for Decision:

   _____

   _____

   _____

   _____

APPROVED FOR
RELEASE DATE:
09-Dec-2013

C06117297

APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

EMPLOYEE ACCIDENT REPORT

Date:- 21 March 1973

Department Ref. No. CP/L-73-EAR-010

1. Name Driver, C. N. Employee No. 07740 Dept/Div Flying
   Job Title First Officer Base/Station Vientiane

2. Date and Time of Accident 0838Z 7 March 1973

3. Exact Place Accident Occured Between L-54 and L-25

4. Equipment Involved C-123K 55-4524

5. Description in full of how accident occurred (Relate the events which resulted in the injury. Tell what the injured person was doing at the time of the accident. Tell what happened and how it happened. Name any objects or substances involved and tell how they were involved. Give full details on all factors which led or contributed to the accident. Use additional sheets, if necessary).

   a. By Employee:

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   b. By Supervisor or Department Head:

55-4524 disappeared on a flight from L-54 to L-25

6. Apparent Nature and Extent of Injury should be described by a physician or employee's supervisor or department head if a physician is not available. (Name part of body affected, e.g., fractured left leg, bruised right thumb, etc. If there is a loss of part of the body, describe.)

Missing

7. a. Time and place of first medical treatment N/A
   b. Name and address of physician or hospital N/A
   c. X-Rays: By whom taken? (State if none)
   d. Further treatment: Estimated type, frequency and duration N/A
   N/A
   e. Estimated period of disability for 1) Regular duties
   2) Modified/Limited duties N/A
   f. Describe any permanent disability or disfigurement expected (State if none) N/A
   g. If death ensued, give estimated time and date
   h. Time/Date if employee has already returned to duty N/A

(CONTINUED ON REVERSE SIDE)

PD.137 R6

RECEIVED
26 MAR 1973
PERSONNEL DIVISION
TAIPEI

APPROVED FOR RELEASE DATE: 09-Dec-2013

8. a. What duties were assigned at the time of the accident and by whom (provide specific instructions given, time duties began and estimated time of completion).
   b. What contract were the duties in connection with, if any.

Duty time started 0137Z
Contract 002 ASB -039

9. a. Did the injured employee follow prescribed safe work practices?

[X] Yes [ ] No

b. Was the employee given instructions regarding safe work practices?
By whom and in what manner? N/A

In what publications are the applicable safe work practices prescribed? N/A

c. If the prescribed safe work practices were not followed what is the reason given by the employee for not doing so? N/A

10. Names and addresses of other persons involved

Capt. Ackley 06501
15634
21512

11. Names and addresses of eye witnesses

None

12. Corrective action taken to prevent recurrences of this type of accident

N/A

STATE EMPLOYEES

TO BE DETERMINED BY DP

☐ NOT IN LINE OF DUTY
☑ IN LINE OF DUTY

A. FOLLOWING APPLICABLE TO REGULAR LABORERS AND WORKERS ON TAIWAN ONLY:
☐ 1. TO RECEIVE PAY PRESCRIBED BY LAW
☐ 2. TO RECEIVE FULL PAY PRESCRIBED UNDER "PAYMENT DURING ABSENCE DUE LINE OF DUTY INJURY" IN AACL PERSONNEL MANUAL PART ONE A OR PART TWO AS APPLICABLE

B. FOLLOWING APPLICABLE TO INDIGENOUS PERSONNEL IN JAPAN:
☐ 1. TO RECEIVE NON-DUTY COMPENSATION PAID BY WORKMEN'S ACCIDENT COMPENSATION INSURANCE ONLY
☐ 2. TO RECEIVE 1. ABOVE PLUS DIFFERENCE BETWEEN 1. AND THE EMPLOYEE'S FULL PAY FOR A PERIOD NOT TO EXCEED 3 MONTH.

DIRECTOR OF PERSONNEL

FOR PERSONNEL DIVISION USE ONLY

ROUTING	DP	CEC	W/A	R/S		P/F
INITIALS						
DATE						

DEPARTMENT HEAD NOTIFIED PER PND-RS DATED

[redacted] (NAME), (TYPE OR PRINT) — CPVTE (TITLE)

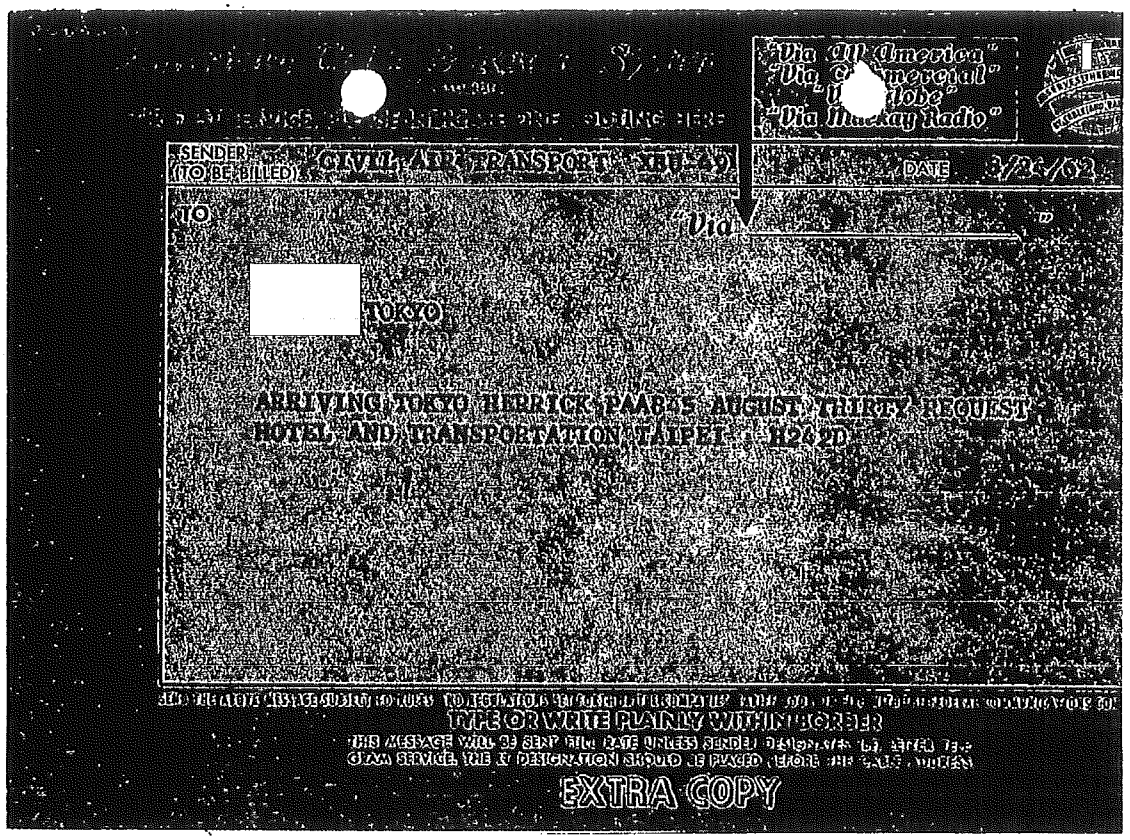
(SIGNATURE) — 21 March 1973 (DATE)

DISTRIBUTION:

ORIGINAL: DP
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BASE/STATION MANAGER
DEPARTMENT/DIVISION HEAD CONCERNED
BASE PERSONNEL OFFICE CONCERNED

C06117299

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"Via All America"
"Via Commercial"
"Via Globe"
"Via Mackay Radio"

SENDER (TO BE BILLED) CIVIL AIR TRANSPORT XBU-49

DATE 8/24/62

TO

"Via"

[redacted] TOKYO

ARRIVING TOKYO HERRICK PAA25 AUGUST THIRTY REQUEST HOTEL AND TRANSPORTATION TAIPEI H242D

TYPE OR WRITE PLAINLY WITHIN BORDER

THIS MESSAGE WILL BE SENT FULL RATE UNLESS SENDER DESIGNATES IT AS LETTER TELEGRAM SERVICE. THE LT DESIGNATION SHOULD BE PLACED BEFORE THE CABLE ADDRESS

EXTRA COPY

(b)(6)

NY-GFQ-AC&R

American Cable & Radio System
An ITT Associate

"Via All America"
"Via Commercial"
"Via Globe"
"Via Mackay Radio"

FOR FAST SERVICE, PLEASE INDICATE ONE ROUTING HERE

SENDER
(TO BE BILLED) CIVIL AIR TRANSPORT XBU-48

DATE 8/24/62

TO

"Via _____"

[redacted] TAIPEI

EMPLOYED [redacted] RSE452 ETD SEPTEMBER THIRTEEN
[redacted] RSE464 ETD SEPTEMBER FOUR STOP TOKYO
NOTIFIED ARRIVAL HERRICK H032A AUGUST THIRTY H242C

SEND THE ABOVE MESSAGE SUBJECT TO RULES AND REGULATIONS SET FORTH IN THE COMMUNICATIONS BOOK ON FILE WITH THE FEDERAL COMMUNICATIONS COMMISSION.

1 - 8/24/62

TYPE OR WRITE PLAINLY WITHIN BORDER
THIS MESSAGE WILL BE SENT FULL RATE UNLESS [illegible] (LT) LETTER TELEGRAM SERVICE. THE LT DESIGNATION SHOULD [illegible] CABLE ADDRESS.

AC&R FACSIMILE SENDING BLANK

GWG

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117301

(b)(6)

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[redacted]

SAN ANTONIO, TEX

[redacted]

REC'D DCA AUG 10 1962

CIVIL AIR TRANSPORT

CWG

WASHINGTON. 6, D.C.

DEAR [redacted]:

THE EMPOYMENT OFFER ENCLOSED AND SIGNED, WAS DELAYED, BEING DELIVERED BECAUSE OF AN ADDRESS ERROR. THERE MUST HAVE BEEN A SUBSTITUTE POSTMAN ON DUTY AS OUR REGULAR POSTMAN, WAS UNDER MY COMMAND IN THE AF RES. SQUADRON HERE AT BROOKS AFB, AND IS FAMILIAR WITH MY ADDRESS. SO I WISH TO APOLOGISE FOR THIS LETTER BEING DELAYED IN BEING RETURNED.

YOURS TRULY

Charles G. Herrick

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117302

APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

DP - TPE (Via Pres - TPE)

7 August 1962

Personnel Secretary (Via MCDR - DCA)

WP-62-3477

Mr. Charles G. Herrick's Flight Crew Form
Ref.: RSE-337, dated 4/10/62

Attached is the revised Flight Crew Supplementary form which Mr. Charles G. Herrick has forwarded.

[redacted]

Attachment

C06117303

APPROVED FOR RELEASE DATE: 09-Dec-2013

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[redacted]

(b)(6)

TELETYPE

TO ORD SCP DP MRS TPE

INFO CP PM VP VTE

SUBJ

REF A/SCP G100023

AAA F/O DRIVER/CN DEPARTED KO4 ON TOFS K13 CMA [redacted]. LAX CALIF 90043.

MCSSVTE K72 0501200Z

P/Tue

C06117304

APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

U.S. DEPARTMENT OF LABOR
BUREAU OF EMPLOYEES' COMPENSATION
680 ALA MOANA, ROOM 302
HONOLULU, HAWAII 96813

May 20, 1964

REFER TO FILE NO. _____

REC'D WAS MAY 22 1964

Air America, Inc.
808 Seventeenth Street, N. W.
Washington, D. C., 20006

Attention: [redacted]

Gentlemen:

Please refer to our letter of March 24, 1964 regarding the death of two American pilots employed by you in Laos. It will be appreciated if you will let us have a prompt reply to our letter.

Very truly yours,

[redacted]
Deputy Commissioner

Copied for VPSLC & DP (via Pres) - 6/12/64

C06117306

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

Preliminary Report of Aircraft Accident

1. Operating Company: Air America Inc.

2. Aircraft: Make Curtiss Model C-46F Nationality & Registry No. B-150 Flt. No. 342

3. Brief Circumstances of Accident Aircraft was proceeding from Savannakhet, Laos, to Ban Houei Sane, Laos, on a drop-mission when it apparently encountered ground fire in the vicinity of Moung Phine, Laos.

4. Damages: Substantial or Minor -- Extent Destroyed

5. Crew: 1. Capt. Cheney J. C. (presumed deceased) ~~Injuries~~ 5. [redacted] (interned)
2. F/O Herrick C. G. (presumed deceased) " 6. [redacted] (interned)
3. [redacted] (interned) " 7. [redacted] (interned)
~~Others~~ 4. AFS DeBruin E.H. (interned) "

6. No. Passengers - Injuries: Fatal - Serious - Minor - Unknown -

7. Location of Accident XD 0239, Laos

8. Date of Accident 5 Sept. 1963 Time of Accident Est. 0835Z

9. Civil Aviation Agency Concerned N/A

10. Last Departure Point Savannakhet, Laos Time [redacted] Destination Ban Houei Sane (air drop) then return to Savannakhet, Laos

11. Weather [redacted]

12. Traffic Control Clearance N/A

13. Last Radio Contact & Position 0835Z. announced heavy ground fire at 0832Z, right engine fire at 0833Z, engine feathered at 0835Z. (computed and assumed position WD 9035, Laos)

14. Security Established [redacted]

15. Remarks [redacted]

[redacted]

Submitted by: [redacted]

Date submitted: 8 Nov. 1963

(If necessary, use reverse side)

Form No. OPS-147

APPROVED FOR RELEASE DATE: 09-Dec-2013

1700L - We received word from the search planes that the crash had been sighted and prepared to take off for the area. At this point we received word to delay our trip until the next morning.

September 8, 1963

0600L - We took off for Moung Phalane, landing at 0640L, with Teams A and B and our AFDs. At Moung Phalane we dropped off all our AFDs and picked up some Lao army troops for whom [redacted] had made arrangements for the night before. [redacted] is the Savannakhet base commander.

Approximately 0715L - We took off for the site of the crash, arriving about twenty minutes later. We circled the crash area twice and could see no sign of life and decided to land in a clearing approximately 75 yards from the downed aircraft. [redacted] landed first and dropped off four or five Lao troops and took off again with [redacted] remaining on board. [redacted] landed next and dropped off myself, [redacted], and three Lao troops and we proceeded to the crash as [redacted] again took off. We reached the crash a few minutes later and I stationed the three Laos around the area to watch for movement in the surrounding area. We were at the crash site about one hour before leaving.

There was a steady rain at the site during our entire stay. I determined that the aircraft was in fact C-46 150 by observing this number on one of the troop doors which was lying near the crash and also the number was visible on the right wing of the plane. The plane had gone straight into the ground and burried most of the fuselage with about six or seven feet of the tail sticking straight up above the ground. The tail appeared to be intact. Both wings were present and parts of both engines could be observed. I also saw the propeller of the left engine. The plane had apparently exploded on impact and pieces from the cockpit could be seen about the area and a large quantity of rice. I do not think the plane burned after the crash. Some pieces of the right wing appeared to have burned before the crash. On the north side of the crash, I could see bits and pieces from the flight deck such as flight kits, papers, seat cushions, safety belts, foam rubber from cushions, and a flashlight with Herrick's name. I also observed a piece of flesh with hair on it and at first thought it might be a scalp. Upon further observation I remarked to [redacted] that it did not look like human hair to me as it was thinly cropped and very coarse. I gained access to the fuselage through the tail and could see about three or four feet down in which I saw only broken and twisted pieces of wood and aluminum. The large quantity of wood present in the fuselage indicates to me that the fuselage did not burn before or after the crash. Moreover during my entire period at the scene I did not see anything that would indicate the presence of any of the crew at the time of the crash, such as pieces of chutes, harnesses, clothing, belts, pocket items, boots, or parts of human bodies.

After our arrival at the crash scene I remained there during my entire stay on the ground. [redacted] was working with the URC-4 radio and was back and forth between the site and the chopper. [redacted] arrived

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117306

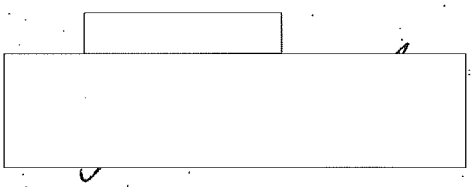
about twenty minutes after I did and remained at the site of the crash.

After about an hour at the crash site, a shot was fired from the area north east of the chopper pad. As we could do nothing further at the site without equipment and as the choppers were getting low on fuel and the weather was closing in, we decided to return to Moung Phalane, where we intended to wait out the weather and acquire excavating equipment. All persons who were brought into the site including the Lao soldiers were at this time taken back to Moung Phalane. Enroute to Moung Phalane we received word to return to Savannakhet. We deposited all the soldiers at Moung Phalane and picked all Company personnel up and returned to Savannakhet.

Upon our return to Savannakhet I proceeded to the Lao army air drop section to see exactly what had been put aboard the aircraft, as no one seemed to know how much of what was on board. The manifest showed that there were 110 sacks of rice and 300 kilos of water buffalo meat put on board. The commander told me the meat had been killed and quartered the morning of the trip. He further stated that the skin and hair had been left on the meat.

September 9, 1963

Returned to Vientiane via Udorn aboard aircraft 03X.



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RELEASE DATE:
09-Dec-2013

C06117307

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(b)(6)

APPROVED FOR RELEASE DATE: 09-Dec-2013

S T A T E M E N T

September 5, 1963

On the day of September 5, 1963, I was working on aircraft 06X with [redacted]. After returning from a rice drop, I proceeded to the operations building at Vientiane to attend to my duties as an Air America AFS. The time was now 1530L and I was informed in Operations that our C-46 aircraft 150 had been fired upon and might be down somewhere east of Savannakhet, Laos. I immediately informed the Chief of the aerial delivery section and we set about making preparations for a rescue attempt. It was determined about this time that several aircraft would be dispatched on the search about 1600L from Vientiane. As the aircraft on which I had been working was to go on the search, I quickly rounded up such items that I would need if we found the aircraft. Just prior to take off, I was informed by [redacted] that I was to stay in Vientiane and that [redacted] would take my place. I remained at the airport until 2200L awaiting any word from the search planes. At 2215L a meeting was called by [redacted] who informed us that two rescue crews would be dispatched to wait at Savannakhet. [redacted] was to be in charge of Team A and [redacted] in charge of Team B and some AFDs would be sent along to aid.

Team A - [redacted]

Team B - [redacted]

AFDs - [redacted]

September 6, 1963

At 0505L we left Vientiane and arrived at Savannakhet at 0620L. Shortly thereafter, two helicopters arrived to aid in the rescue; H-15 from Udorn and H-12 from Vientiane flown by [redacted] and [redacted].

Soon after the arrival of the choppers, we met [redacted] of USAID who informed us he had made arrangements to lodge us at the USAID compound in Savannakhet. [redacted] was very helpful throughout the search period.

1400L - Teams A and B consisting of [redacted] and [redacted] in one chopper and [redacted] and [redacted] in the other took off from Savannakhet bound for the village of Moung Phalane a FAR outpost. At Moung Phalane we requested the commander to do all he could to obtain some word of the ill-fated 150. After a 10 minute stay at Moung Phalane we flew directly back to Savannakhet.

September 7, 1963

1330L - We returned with the same personnel aboard as the previous day to Moung Phalane. The commander told us he had been unable to gain any information as yet. We then proceeded directly back to Savannakhet.

C06117307

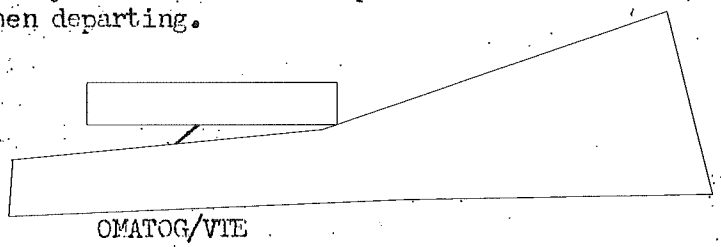
APPROVED FOR
RELEASE DATE:
09-Dec-2013

S T A T E M E N T

Capt. Cheney was briefed by me the evening prior to the day of the accident. I gave him a list of three DZ's (XD63-37, XD71-14 and XD56-24) and told him to go only to those three. I also cautioned him to avoid VE9644 and VE9745 as indicated on the Form Laos 147. Generally all FAR DZ's are checked by me prior to scheduling and those which appear too hazardous are verified with the COR. In this instance I did not check them because of the notation on the Form 147 by the COR which indicated they already had been checked and were considered acceptable.

I was alerted by the flight watch section two minutes after B150 reported heavy ground fire. [redacted] was in my office and we both proceeded to the radio room. By this time 150 had reported engine fire and engine feathered. I called the aircraft and asked for a position and altitude. The answer was slightly garbled but was copied by me as "40 minutes out of Savannakhet heading 300 degrees at 4000 feet". The rest of the transmission went something like "---ETA Savannakhet------standby one". We waited about 30-45 seconds and called again but received no answer. Nothing more was heard after that. We then put 05X, 06X, 865 and 73Z on a search, positioned H12 at Savannakhet from Udorn and called H15 down from up country for positioning at Vientiane.

The second day, after the aircraft was spotted, a ground party reached the scene by helicopter and determined that certain tools and equipment were required to get to the interior of the aircraft. The weather was bad and the hour late, so all aircraft participating in the search were returned to V08, S08 or V39 and plans were completed for a first light departure to wrap up the investigation. The U.S. embassy then refused to grant permission to continue, mainly because the helicopter at the scene had reported hearing gunfire when departing.



OMATOG/VTE

C06117209
APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

Mr. Charles G. Herrick
Sr. First Officer
Chief Pilot's Office

Date: November 27, 1962

Ref. No.: PND-ES-62/2958

Dear Mr. Herrick:

This is to advise that you successfully completed your Probationary Period of employment with the Company on November 27, 1962. [redacted]

[redacted]

Director of Personnel

Encls: as stated
cc: P/File
AMGDR via President
CAPD

C06117310
APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

TO : SEVTH via GPL/AAP, DP, VPO & RGP-SEA DATE: December 8, 1962

FROM : E/S, PND, TPE REF. NO. PND-EO-62/3062

SUBJECT: Completion of Probationary Period

Please confirm to the following employees that they have successfully completed their probationary period of employment with the Company:

Name	Title/Department	Location	Effective Date
✓HERRICK, Charles G.	Sr. First Officer CFO/Operations	VTH	November 27, 1962
[redacted]	"	"	November 28, 1962
	"	"	November 20, 1962

[redacted]
Employment Manager

RPM/SEA
cc: E/O
✓P/File

CSC/klc

C06117311

APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

TO : F/O C.G. Herrick DATE: Dec. 24, 1962

FROM : SZVTE

SUBJECT : Completion of Probationary Period

This is to confirm that as of November 27, 1962 you have successfully completed your probationary period of employment with the Company.

Original Signed By

[redacted]

[redacted]

Personnel Division
[redacted] Dec 1962

cc: MO, PHD
File

C06117312

APPROVED FOR RELEASE DATE: 09-Dec-2013

Herrick file (b)(6)

MEMORANDUM

~~CONFIDENTIAL~~

TO : President

DATE: 14 September 1963

FROM : VPSLC

REF. No. VPSLC-63-355

SUBJECT: Aircraft Accident -- B-150, 4 September 1963

Of the seven personnel killed in subject accident, three of them were U.S. nationals: Messrs. Cheney, Herrick, and DeBruin.

Attached is a three page "MEMO FOR RECORD" relative to the applicability of the Defense Base Act in the matter of the deaths of those three employees. A copy of this memorandum is being forwarded at this time (prior to the Board of Review hearing) inasmuch as you may wish to forward it to the Washington office for general information.

ORIGINAL SIGNED BY:

[redacted]

[redacted]

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

Encl.1 as stated

cc: File

CSC/lc

5-4A R2

C06117313
APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

MEMORANDUM

REC'D WAS NOV 8 1963

TO : Counsel-WAS via MGDR-WAS

DATE: November 2, 1963

FROM : DP-TPE via President-TPE, VPSLC-TPE

REF. No. PND-DP-63/2365

SUBJECT: The late Charles G. Herrick

Enclosed is the original and one signed copy of Report of the Death of an American Citizen (Presumptive) in the case of Charles G. Herrick. We received the original and two copies from the Station Manager, Vientiane, and have retained one copy for our files.

It is doubtful if Mrs. Herrick has received this report and she will probably look to you to provide her with whatever copies she may require.

[redacted]
Director of Personnel

Encls.

cc: P/File
File
R/File

BS/aw

CS-4A R2

C06117314
APPROVED FOR RELEASE DATE 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

Form FS-192
1-10-51

AMERICAN FOREIGN SERVICE

REPORT OF THE DEATH OF AN AMERICAN CITIZEN

Presumptive

22 October 1963, Vientiane, Laos
(Place and date)

Name in full Charles G. HERRICK Occupation Pilot

Native or naturalized Native Last known address in the United States

Date of death September (Month) 5 (Day) (Hour) (Minute) 1963 (Year) Age 45 (As nearly as can be ascertained)

Place of death (Number and street) or (Hospital or hotel) XD 0239 (City) Laos (Country)

Cause of death Official communique of Pathet Lao's spokesman (Include authority for statement).

Disposition of the remains At site

Local law as to disinterring remains Not applicable

Disposition of the effects Shipped to next of kin by Air America, Inc.

Person or official responsible for custody of effects and accounting therefor Air America, Inc.

Informed by telegram:

NAME	ADDRESS	RELATIONSHIP	DATE SENT
Mrs. Charles Herrick		Wife	Sent by assistant to Vice President,
		Father	

Copy of this report sent to:

NAME	ADDRESS	RELATIONSHIP	DATE SENT

Traveling or residing abroad with relatives or friends as follows:

NAME	ADDRESS	RELATIONSHIP

Other known relatives (not given above):

NAME	ADDRESS	RELATIONSHIP

This information and data concerning an inventory of the effects, accounts, etc., have been placed under File 234 in the correspondence of this office.

Remarks: Request passport No. be canceled as of 5 September 1963--assumed to be with body.

(Continue on reverse if necessary.)

(Signature on *all* copies)

[SEAL]

No fee prescribed.

Vice Consul of the United States of America.

PPRC, Japan

C06117315

(b)(6)

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DP-TPE (Via Pres.-TPE) 22 November 1969

Counsel-WAS (Via MGDR-WAS) WC-63-3898

Death Certificate for Messrs. Cheney and Herrick

The survivors of Messrs. Cheney and Herrick are having difficulty obtaining recognition by certain agencies and individuals of the Presumptive Report of the Death of an American Citizen which was issued by the American Vice-Consul in Vientiane, Laos. One of the principal items which has been causing trouble and on which the Vice-Consul could elaborate is the cause of death, which is now stated as "Official communique of Pathet Lao's spokesman". This obviously is not the cause of death, but the source of information concerning the death.

There is no information contained in the report that the individuals were killed in an airplane crash nor the location of the crash. It would seem appropriate that a revised Report of Death be issued and that this information be inserted as the cause of death. We would appreciate your attempting to obtain a revised "Report of Death of an American Citizen" from the Vice-Consul for both Messrs. Cheney and Herrick. We would also appreciate about five copies of each report in order that the survivors will have adequate official copies to give to the interested parties. The Department of State will not issue certified copies but claims that additional copies must be secured from the Embassy in Laos.

[redacted]

JHB:ns

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117316
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

(S) Dec. 18

MEMORANDUM

TO : SZVTE

DATE: December 4, 1963

FROM : DP

REF. No. PND-DP-63/3637-S

SUBJECT: Death Certificate for Messrs. Cheney and Herrick

We quote below Counsel-WAS memo WC-63-3898 dated November 22, 1963:

> "The survivors of Messrs. Cheney and Herrick are having difficulty obtaining recognition by certain agencies and individuals of the Presumptive Report of the Death of an American Citizen which was issued by the American Vice-Consul in Vientiane, Laos. One of the principal items which has been causing trouble and on which the Vice-Consul could elaborate is the cause of death, which is now stated as "Official communique of Pathet Lao's spokesman". This obviously is not the cause of death, but the source of information concerning the death.
>
> There is no information contained in the report that the individuals were killed in an airplane crash nor the location of the crash. It would seem appropriate that a revised Report of Death be issued and that this information be inserted as the cause of death. We would appreciate your attempting to obtain a revised "Report of Death of an American Citizen" from the Vice-Consul for both Messrs. Cheney and Herrick. We would also appreciate about five copies of each report in order that the survivors will have adequate official copies to give to the interested parties. The Department of State will not issue certified copies but claims that additional copies must be secured from the Embassy in Laos."

Please send us all copies of the reports requested above plus an extra copy of each report for transmittal to WAS and lodgment in P/Files.

cc: P/Files
R/File

DRT/aw

APPROVED FOR RELEASE DATE: 09-Dec-2013

CS-4 R2

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

MEMORANDUM

REC'D WAS DEC 23 1963

TO : Counsel-WAS via MGDR-WAS

DATE : December 14, 1963

FROM : DP-TPE via President-TPE

REF. No. PND-DP-63/3725

SUBJECT : Death Certificate for Messrs. Cheney and Herrick

Reference: WC-63-3898

We enclose five copies each of the revised presumptive "Report of Death of An American Citizen" for Cheney and Herrick per referenced memo.

Encls.

cc: P/Files
R/File
File

DRT/aw

CS-4A R2

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117318

APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

VP-L
18 JUL 1973

ZCZC PFF053
QK HKGZZFA

QK VTEXTFA UTHXTFA BKKXTFA
.TPEBDHO 170820

TO : VP-LD VTE
INFO : VP-NTD UTH AVP BKK VP-L OSG P/T TPE
SUBJ : AIR AMERICA PERSONNEL MISSING IN LAOS

PREPARATION OF PROPOSED AD SHAPING UP BUT FIND WE ARE MISSING PHOTOGRAPHS OF THE FOLLOWING PERSONNEL:

1) JOSEPH C. CHENEY, II
2) CHARLES G. HERRICK
3) [redacted]
4) [redacted]
5) [redacted]

IF YOU OR ANY OF THE INFOEES HAVE PHOTOS OF THE AFOREMENTIONED PERSONNEL PLEASE FORWARD TO THIS OFFICE ASAP. PLEASE ADVISE.

DTD FOR DPRA TPE G73 170812Z

;

NNNN

(b)(6)

NY 6 RS-ACR

American Cable & Radio System
"All America" Via Commercial "V" Mackay Radio

AN IT&T ASSOCIATE

85/HB1796/FH115

REG'D WAS SEP 5 1963

TAIPEI 71/70 5 2153

CATAIR WASHINGTONDC

TP217 STATION MANAGER VTE ADVISES B150 REPORTED HEAVY GROUND FIRE 0508Z RIGHT ENGINE FEATHERED 0633 RESULT FIRE STOP RADIO CONTACT LOST STOP COMPUTED OR ASSUMED POSITION FIFTY MILES EAST SENO STOP TWO C123 CONDUCTED SEARCH WITH NEGATIVE RESULTS SO FAR WILL RESUME FIRST LIGHT JOG STOP PIC JOSEPH C CHENEY SIC CHARLES G HERRICK ONE RADIO OPERATOR FOUR AFD ONBOARD STOP WILL ADVISE WHEN FURTHER DETAILS KNOWN

MADISONTRAYLOR

4 — 9/5/63

A C & R FACSIMILE RECEIVING BLANK

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

NY 6 RS-ACR

American Cable & Radio System
"All America" Via Commercial "V" Mackay Radio

AN IT&T ASSOCIATE

RNWN

ZC2C AW1103/HB2887/FH157

REG'D WAS SEP 7 1963

TAIPEI 54/52 7 1234 1963 SEP 7 AM 3 33

CATAIR WASHINGTONDC

TP219 TP218 TP217 CHENEYS WIFE NOTIFIED AIRCRAFT OVERDUE AND PRESUMED MISSING SEARCH RESULTS NEGATIVE TO DATE X SUGGEST SIMILAR NOTIFICATION TO HERRICKS WIFE MRS CHARLES HERRICK [redacted]

[redacted]

* NOT CORRECT ADDRESS.

4 — 9/7/63

THIS IS MRS HERRICKS FATHER'S MOTHERS ADDRESS:

[redacted]

A C & R FACSIMILE RECEIVING BLANK

(b)(6)

NY 6 RS-ACR

American Cable & Radio System

Via All America Via Commercial Via Mackay Radio

TAIPEI 50 8 428P

1963 SEP 8 AM 4 54

GWG

REC'D WAS SEP 9 1963

CATAIR WASHINGTONDC

TP221 TP220 UH34 AND GROUND PARTY AT WRECKAGE MORNING JO8

REPORT WRECKAGE LARGELY BURIED BY IMPACT POSITIVE AIRCRAFT

IDENTIFICATION NOT YET MADE NO APPARENT SURVIVORS BUT ONLY ONE

UNIDENTIFIED REMAINS SOFAR FOUND STOP SZVTE REPORTS USEMBL

JO8 ORDERED RECOVERY EFFORTS CEASE UNTIL FURTHER NOTICE DETAILS

YET UNKNOWN

4 – 9|10|63

A C & R FACSIMILE RECEIVING BLANK

WASHINGTON, D. C. DUPONT 7-5100

8 DUPONT CIRCLE N.W., WASHINGTON,

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APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117321

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

RCA COMMUNICATIONS, INC.
A SERVICE OF RADIO CORPORATION OF AMERICA
1812 M STREET, N.W. TEL FE. 8-7500

YW21

FB261 FU125

TAIPEI 36 9 2145

1963 SEP 9 AM 9 53

CATAIR WASHINGTONDC

REC'D WAS SEP9 1963

RCA COMMUNICATIONS, INC.
A SERVICE OF RADIO CORPORATION OF AMERICA
1812 M STREET, N.W. TEL FE. 8-7500

TP224 TP221 SZVTE LATEST REPORT WRECKAGE POSITIVELY IDENTIFIED B150 BUT ENTRY NOT YET EFFECTED TO DETERMINE WHETHER REMAINS INSIDE ACCURACY PRIOR REPORT ONE REMAINS NOW QUESTIONABLE DUE LOAD INCLUDED 300 KILOS FRESH MEAT

4 - 9/10/63

C06117322

(b)(6)

American Cable & Radio System

"Via All America" "Via Commercial" "Via Marconi Radio"

AN I T & T ASSOCIATE

REC'D WAS OCT 19 1963 GWG

2:55 PM

Radio Wireless Cables Radio Cables Wireless Radio Cables

AW1328 0 1963 OCT 19 AM 8:25

HB4288/FH283

TAIPEI 83 19 2009

CATAIR WASHINGTONDC

TP249 TP224 SZVTE REPORTS AMEMB RECEIVED ADVICE FROM PL SOURCE THAT CHENEY HERRICK DECEASED ALL OTHER CREW MEMBERS CAPTIVE AND ALL RIGHT STOP WE ADVISING NOK RESIDENT FE OF REPORT BUT THAT WE UNABLE CONFIRM ACCURACY AND AGAINST REACHING HASTY CONCLUSIONS IN ABSENCE MORE SUBSTANTIAL INFORMATION ASSUME YOU WILL WISH ADVISE NOK THERE SIMILARLY PRESS AWARE SOMETHING NEW AND SZVTE ANTICIPATES PRESSURE FOR STATEMENT WHICH ALREADY CLEARED WITH AMEMB HOWEVER WE RELUCTANT MAKE PUBLIC STATEMENT UNTIL MORE POSITIVE EVIDENCE AVAILABLE

COL TP249 TP

A C & R FACSIMILE RECEIVING BLANK

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APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117324
APPROVED FOR RELEASE DATE: 09-Dec-2013
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)
(b)(6)

Herrick

MGDR 15 October 1963

AMGDR

B-150 Accident

[redacted] of Department of State, Office of Southeast Asian Affairs, called at approximately 3:30 P.M. today to advise that he has heard through State Department channels and through both AP and UP the following information:

The ICC went up into Laos on October 14 and at the request of the Soviet and Polish Ambassadors the Communist Pathet Lao Ministers addressed a letter to the ICC advising that the families of the Air America crew members could write to the crew members if they wished and that the Communists would deliver this mail. The Pathet Lao Ministers did or could not say how many survived or what their names are.

Simultaneously, another Communist Minister called in Ambassador Unger and stated that the Pathet Lao would permit the families to write to the prisoners, that they were being treated humanely, but that he could not say how many had survived, or who they were.

[redacted] was concerned that the press might publish a garbled version of this which would raise the hopes of the families unnecessarily, and he suggested that we call them first to caution them against premature hopes.

Should any of the families wish to write on the chance that their relative has survived, the accident, he suggested that letters be addressed as follows:

[redacted]
Office of Southeast Asian Affairs
Department of State
Washington 25, D. C.

This information was read to you in essence and with your concurrence the information was them passed by telephone to Mrs. Herrick, [redacted] and [redacted]. Copies of the information thus transmitted are included in the files of Mr. Cheney, Mr. Herrick and [redacted]

[redacted]

dm

C06117328
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

AERONAUTICAL MESSAGE DRAFT

OPERATIONS COMMUNICATIONS DEPARTMENT

PRIORITY: DD ☐ FF ☐ GG ☐ JJ ☐ KK ☐ LL ☐

ADDRESS : PO RALO8

TEXT : PPCOL 300640

B66 PSE ADV DATE OF ARRIVAL LOS OF THE FOLLOWING MEM
EMPLOYEES [redacted] F/O ON DRIVER [redacted]

CC: AMG DFD via VPFO CSD
DTD via VPT&S
PNL File
P/File (4)

ORIGINATOR : DTG :

CKT No.	TOT	OPR. SIG.
OPS. 407 R2		

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C06117220
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(b)(6)

AERONAUTICAL MESSAGE DRAFT

PRIORITY: DD ☐ FF ☐ GG ☐ JJ ☐ KK ☐ LL ☐

COPY

ADDRESS : AH 074
FP PR CO1 CY RM LO8

TEXT : h66 YT 110610 MSG SENT TO OC OP CO1 QUOTE CN DRIVER
ARR LO8 F14 FOR DUTY UNQUOTE BY OC/LO8 F150221
FL LO8 111035

[redacted]

for your info & action

[redacted]

AUG 12 1966

ORIGINATOR : TOR 1400/MW DTG :

CKT NO. 1174	TOT	OPR.SIG. FP PR

OPS-407 R3

AERONAUTICAL MESSAGE DRAFT

OPERATIONS COMMUNICATIONS DEPARTMENT

PRIORITY: DD ☐ FF ☐ GG ☐ JJ ☐ KK ☐ LL ☐

ADDRESS : PO RALO8 CY RPT09
PPCO1 080800

TEXT : F66 REMY E300640 X PSE ADVZ DATE OF ARRIVING [redacted]
[redacted] CN DRIVER X

CC: AMG DFD via VPFO CSD
PND File
VP/File

ORIGINATOR : DTG :

CKT NO.	TOT	OPR.SIG.

OPS-407 R2

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117333

(b)(6)

CIVIL AIR TRANSPORT

815 Connecticut Ave., N.W., Washington, D.C. 20006
Telephone 298-7840

January 4, 1966

REC'D WAS JAN 13 1966

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

[redacted]
320th B. W. - Wg. C. O. SAC
Mayther Air Force Base, California

Dear [redacted]:

We are considering... Clarence N. Driver ..... for a position with our Company.

We will appreciate very much your filling in the information requested below and returning this form to us at your earliest convenience. All information will be handled in a very confidential manner.

Very truly yours,

[redacted]
FOR H. H. Dawson
Assistant for Personnel

How long have you known the applicant? ..... 2 YEARS .....
Have you had business contact with the applicant? .....
How would you rate his:

	Check One				
	Excellent	Good	Average	Below Average	Poor
1. Ability ( )		X			
2. Resourcefulness		X			
3. Production		X			
4. Conduct		X			
5. Relations with other people		X			

Remarks: .....
I was commander of Wing to which Major Driver was assigned. He is an accomplished and skilled pilot who was well thought of by his fellow associates.
.....

[redacted]
.....
Signature

[redacted]
COL. Name USAF
COMDR 320 B.W.,
Title

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117334

CIVIL AIR TRANSPORT

(b)(6)

815 Connecticut Ave., N.W., Washington, D.C. 20006
Telephone 298-7840

January 4, 1966

REC'D WAS JAN 10 1966

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

[redacted]

Dear [redacted]

We are considering.....Clarence N. Driver..... for a position with our Company.

We will appreciate very much your filling in the information requested below and returning this form to us at your earliest convenience. All information will be handled in a very confidential manner.

Very truly yours,

[redacted]

FOR [redacted]
Assistant for Personnel

How long have you known the applicant? ...23 years.....
Have you had business contact with the applicant? .yes.....
How would you rate his:

Check One

	Excellent	Good	Average	Below Average	Poor
1. Ability ( )	x				
2. Resourcefulness	x				
3. Production	x				
4. Conduct	x				
5. Relations with other people	x				

Remarks: In my opinion, Clarence Driver is an exceptional man, successful in everything that he undertakes, a dedicated man who would be an assett to any organization.

APPROVED FOR RELEASE DATE: 09-Dec-2013

[redacted]
Signature

[redacted]
Name

Chief Appraiser, Bdwy. Fed. Savings
Title

C06117335

CIVIL AIR TRANSPORT

815 Connecticut Ave., N.W., Washington, D.C. 20006 [redacted] (b)(6)

Telephone 298-7840

January 4, 1966

REC'D WAS JAN 21 1966

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

[redacted]

[redacted]

We are considering.....Clarence N. Driver..... for a position with our Company.

We will appreciate very much your filling in the information requested below and returning this form to us at your earliest convenience. All information will be handled in a very confidential manner.

Very truly yours,

[redacted]

FOR [redacted]
Assistant for Personnel

How long have you known the applicant? ...15 yeares.....
Have you had business contact with the applicant? ...No.....
How would you rate his:

Check One

	Excellent	Good	Average	Below Average	Poor
1. Ability ( )	✓				
2. Resourcefulness		✓			
3. Production	✓				
4. Conduct	✓				
5. Relations with other people	✓				

Remarks: Mr. Driver & I were assigned to same SAC Wing as pilots. He is a very competent pilot. I have known him as a friend since his USAF retirement.

APPROVED FOR RELEASE DATE: 09-Dec-2013

[redacted]

Signature

[redacted]

Name

Project Coordinator

Title

C06117336

REC'D WAS FEB 14 1966

CIVIL AIR TRANSPORT

(b)(6)

815 Connecticut Ave., N.W., Washington, D.C. 20006
Telephone 298-7840

January 4, 1966

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

[redacted]

Dear [redacted]:

We are considering... Clarence N. Driver ..... for a position with our Company.

We will appreciate very much your filling in the information requested below and returning this form to us at your earliest convenience. All information will be handled in a very confidential manner.

Very truly yours,

[redacted]

FOR [redacted]
Assistant for Personnel

How long have you known the applicant? .....
Have you had business contact with the applicant? .....
How would you rate his:

Check One

	Excellent	Good	Average	Below Average	Poor
1. Ability ( )					
2. Resourcefulness					
3. Production					
4. Conduct					
5. Relations with other people					

Remarks: .....
.....
.....
.....
.....
.....

.....
Signature

.....
Name

.....
Title

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117337

CIVIL AIR TRANSPORT

(b)(6)

815 Connecticut Ave., N.W., Washington, D.C. 20006
Telephone 298-7840

January 4, 1966

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

REC'D WAS FEB 5 1966

[redacted]

Dear [redacted]:

We are considering...Clarence N. Driver..... for a position with our Company.

We will appreciate very much your filling in the information requested below and returning this form to us at your earliest convenience. All information will be handled in a very confidential manner.

Very truly yours,

[redacted]

FOR [redacted] Assistant for Personnel

How long have you known the applicant? ...26 years.....
Have you had business contact with the applicant? ...yes.....
How would you rate his:

Check One

	Excellent	Good	Average	Below Average	Poor
1. Ability ( )	✓				
2. Resourcefulness	✓				
3. Production	✓				
4. Conduct	✓				
5. Relations with other people	✓				

Remarks: His individual is a mature, competent pilot with extensive experience as an Airline Transport rated pilot. He has lots of jet train including extensive overseas flying!

APPROVED FOR RELEASE DATE: 09-Dec-2013

[redacted]

Signature

[redacted]

Name

Pilot, Air America

Title

C06117338
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

NY-6FQ

International Telegram Via — Facsimile Sending Blank

Sender To be billed: CIVIL AIR TRANSPORT XBU

Date: 5/4/66

To: [redacted] TOKYO

Via — Insert "ITT"

ARRIVING TOKYO [redacted] NW THREE MAY SIXTH [redacted]
NW SEVEN MAY NINTH [redacted] NW SEVEN [redacted] PA845
MAY ELEVENTH CN DRIVER PA845 MAY SIXTEENTH [redacted]
DEPENDENTS PA845 MAY TWENTYTHIRD NUSUB E026A [redacted]
DELAYED E046E

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

Type or write within the border

All messages are accepted subject to rates, rules and regulations in the applicable tariffs on file with the Federal Communications Commission

Full rate unless LT specified

ITT World Communications Inc. subsidiary of International Telephone and Telegraph Corporation

NY-6FQ

International Telegram Via — Facsimile Sending Blank

Sender To be billed: CIVIL AIR TRANSPORT XBU

Date: 5/4/66

To: [redacted] TAIPEI

Via — Insert "ITT"

ARRIVING TAIPEI [redacted] MAY SEVENTH [redacted]
MAY TENTH [redacted] MAY TWELFTH CN DRIVER
MAY SEVENTEENTH ADVISE [redacted] DEPENDENTS ARRIVING
BANGKOK CT THREE MAY TWENTYFOURTH [redacted] NUSUB ENTRY
VISA REQUESTED [redacted] Z185691 NUSUB E026B [redacted]
DELAYED NUSUB FORMER EMPLOYEE AFS [redacted] DESIRES
REEMPLOYMENT AND WILL PROVIDE OWN TRANSPORTATION TAIPEI
ADVISE IF INTERESTED E046F

Type or write within the border

All messages are accepted subject to rates, rules and regulations in the applicable tariffs on file with the Federal Communications Commission

Full rate unless LT specified

ITT World Communications Inc. subsidiary of International Telephone and Telegraph Corporation

C06117339

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

March 18, 1966

REC'D WAS MAR 21 1966

[redacted]
AIR ASIA COMPANY LIMITED
815 Connecticut Ave. N. W.
Washington, D. C. 20006

Dear [redacted]

Enclosed is my "signed" passport. I have also received my "Restricted" Radiotelephone Operator Permit". Unpo the completion of my shots on 21 March, 1966 I will have fulfilled all necessary requirements prior to my departure date as requested by your wonderful organization.

Now for the sticky or undesirable part of my letter, and I can only hope and pray for your understanding, indulgence and sense of fair play, as I have really burned my bridges behind me with this company. During our conversation and in a previous letter I informed you I was under contract until 25th of April, 1966. The company is bitter about my resegnation and still refuses to pay me a decent salary or expenses. Therefore if I'm not retained by your company I'm quitting this one. They have even had the attorney to inform me that I will be legally prosecuted, percuted and a restraining order obtained to stop me from leaving the country until I fulfillthe obligation of this contract.

In view of the above I'm requesting a thirty (30) day extension of the orginal reporting date of the 9th of April, 1966. I am sure that you and your company will agree that this is the best and the easiest way to handle a distastful situation to the mutual satisfaction of all concerned.

Enclosed is a copy of our schedule which will give you some idea why they take this negative attitude and Im requesting the 30 day extansion. We have obtained a replacement pilot effective 1st of April, 1966 who will be in training under my supervision for the first three (3) weeks of April. Anxiously hoping you will grant my request I remain.

Very sincerely yours,
RAY CHARLES ENTERPRISES
Clarence Drover
CHIEF PILOT

Please excuse my typing smile

C06117340

APPROVED FOR RELEASE DATE: 09-Dec-2013

Telefax **WESTERN UNION** Telefax

SENDING BLANK

CALL LETTERS QFJ | 3/21/66 | CHARGE TO CIVIL AIR TRANSPORT

NIGHT LETTER

(b)(6)

MR. CLARENCE DRIVER

[redacted]

LOS ANGELES, CALIFORNIA

30 DAY EXTENSION GRANTED PROVIDED WE HAVE OPENING FOR YOU ON 9 MAY 1966.

[redacted]

AIR ASIA COMPANY LIMITED

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

1269—(R 4-55)

Telefax **WESTERN UNION** Telefax

LLA025 (21) PBO10 LFO87

REC'D WAS APR 29 1966

L LL A756 GNL PD LOS ANGELES CALIF 28

[redacted] AIRASIA CO LTD 2151 CONN AVE NORTHWEST WASHDC

I HAVE COMPLETED ALL PREREQUISITES ETC FOR THE JOB PLEASE WIRE ME MY EXPECTED DATE OF DEPARTURE I CANNOT FOLLOW THROUGH WITH ANY PLANS WITHOUT IT VERY TRULY YOURS

CLARANCE DRIVER.

66 APR 29 AM 7 00

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1270W (1-51)

C0[illegible]
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(b)(6)

MEMORANDUM

TO : BM VTE

DATE : 25 February 1974

FROM : MAS VTE

REF. No. MAS-VTE-74-019

SUBJECT : Missing Employees

REF. :
1. VPIR-RPA-74-003 (E. J. Weissenback)
2. VPIR-RPA-74-004 (C. N. Driver)
3. VPIR-RPA-74-005 (G. L. Ritter)
4. VPIR-RPA-74-006 (R. F. Townley)
5. VPIR-RPA-74-007 (H. H. Boyles)
6. VPIR-RPA-74-008 (J. W. Cavill)
7. VPIR-RPA-74-009 (J. H. Ackley)

The referenced RPA's were originated by VPIR to record the change of status of these employees from Company-paid benefits to benefits paid by the U.S. Department of Labor.

It is noted that administrative control of one of these missing employees, E. J. Weissenback, was transferred from Vientiane to Taipei on 28 December 1971. This was authorized by RPA reference number PMD-WA-AM-72-183. In view of the uncertain status of the Company in Vientiane, and the possibility that the fate of the remaining missing employees may not be resolved for a long period of time, it would appear that action should be taken now to transfer them to the Administrative Control of VPIR or the Washington Office. To delay such a transfer until the closing of Vientiane Base does not appear to serve any useful purpose and will only add to the workload and confusion at that time.

If you concur, perhaps a cablegram could be sent to CEO requesting guidance in this matter.

Original Signed By:

[redacted]

APPROVED FOR RELEASE DATE: 09-Dec-2013

AID 5270 300

C06117343
APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

Form FS-192
11-19-51

AMERICAN FOREIGN SERVICE

REPORT OF THE DEATH OF AN AMERICAN CITIZEN

Presumptive — 22 October 1963, Vientiane, Laos
(Place and date)

Name in full Joseph C. CHENEY II — Occupation Pilot

Native or naturalized Native — Last known address in the United States [redacted], Wayne, Michigan

Date of death September (Month) 5 (Day) (Hour) (Minute) 1963 (Year) — Age 43 (As nearly as can be ascertained)

Place of death (Number and street) or (Hospital or hotel) XD 0239 (City) Laos (Country)

Cause of death Official communique of Pathet Lao's spokesman
(Include authority for statement)

Disposition of the remains At site

Local law as to disinterring remains Not applicable

Disposition of the effects Shipped to next of kin by Air America, Inc.

Person or official responsible for custody of effects and accounting therefor Air America, Inc.

Informed by telegram:

NAME	ADDRESS	RELATIONSHIP	DATE SENT
Mrs. Bertha Cheney	[redacted]	Wife	Delivered in person

Copy of this report sent to:

NAME	ADDRESS	RELATIONSHIP	DATE SENT

Traveling or residing abroad with relatives or friends as follows:

NAME	ADDRESS	RELATIONSHIP
[redacted]	[redacted]	Daughters

Other known relatives (not given above):

NAME	ADDRESS	RELATIONSHIP

This information and data concerning an inventory of the effects, accounts, etc., have been placed under File 234 in the correspondence of this office.

Remarks: Request passport No. [redacted] be canceled as of 5 September 1963 — assumed to be with body.

(Continue on reverse if necessary.)

[redacted]
(Signature on *all* copies)

[SEAL]
No fee prescribed.

[redacted] *of the United States of America.*
American Vice Consul

PPRC, Japan

C06117256
APPROVED FOR RELEASE DATE: 09-Dec-2013

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(b)(6)

OP

Chron

INTER-OFFICE ROU Bangkok Post

REF. No. OR IDENTIFICATION OF THE ATTACHED:

Y JANUARY 7, 1972

TO

~~PAE-5~~

VPFCA

VPFO

~~OFFICE OF~~ PRESIDENT

10 JAN 1972

REMARKS: From the Post - 7 Jan 72

Air America calls off search

VIENTIANE, Thurs — Air America yesterday called off search of three Americans missing since their plane disappeared over northwestern Laos last week.

The Americans were identified as George Ritter, Roy Townley and Edward Weissenback. All three had their families in Vientiane.

They are officially listed as missing since a week-long search turned up no clue of their fate.

They were flying a C123 transport plane on a supply mission to pro-government guerrillas operating near the Thai border and failed to arrive at their destination.

Initial reports suggested their plane might have been shot down by Chinese Communist anti-aircraft fire. The Chinese are building a road across northern Laos through Pathet Lao-controlled territory.

The road is off-limits to Americanand Laotian aircraft because of heavyanti-aircraft defence.

Air America sources yesterday said they considered it unlikely the missing plane has flown close enough to the road to be shot down. —AP

keep for P file (4) missing Employee file (1) Weissenback

(Turn over for additional space)

DATE 7 Jan 72 FROM

CS-3

Express

RECEIVED
10 JAN 1972
PERSONNEL DIVISION
TAIPEI

C06117357

APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

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THE WASHINGTON POST

Wednesday, Dec. 29, 1971

CIA Airliner Is Lost Over Northern Laos

An Air America C-123 transport plane was missing over north Laos yesterday, according to the airline's office here.

Reports from Vientiane, capital of Laos, speculated that the plane had been shot down by Chinese anti-aircraft known to be deployed in parts of northern Laos.

Air America is an airline run by the Central Intelligence Agency. Its transports ferry material and men around Vietnam and Laos.

The reports from Laos by the French news agency, Agence France-Presse, said that there were four Americans, a Chinese and a Meo aboard and that the plane was 24 hours overdue at its destination.

The Chinese Communists have been building roads in northern Laos for several years and have deployed several battalions of antiaircraft to protect their roadworkers. A recent official U.S. estimate was that there were 14,000 Chinese in the area.

C06117358
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(b)(6)

weissenback

INTER-OFFICE ROUTING SLIP

REFERENCE NUMBER OR IDENTIFICATION OF THE ATTACHED: VP, Laos-72-IORS-094

TO: MGDR via PRESIDENT

Subj: Missing Crewmembers

ACTION
- For your information
- Initial and pass on
- For your comments
- Please handle
- Take up with me
- For your approval
- For your decision
- Investigate and report
- Bring up to date
- Draft reply
- For your file
- Note and destroy
- Please return to

REMARKS

Attached are two copies of the Lao newspaper carrying the company's reward offer for information concerning the missing crewmembers. This advertisement will run for the full month of July. We are also offering the same reward via the Lao radio.

4- 7/27/72

mcopied for VPL July 21 Jam
DP

File C-123 293

From: [redacted] A/VP

Date: 17 July 1972

FORM 5270210(SEP68) (TURN OVER FOR ADDITIONAL SPACE)

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117363

Saigon Newspaper

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CHINH LUAN, newspaper dated 31 December 1971

REC'D WAC JAN 10 1972

-One more airplane of CIA in Laos was shot down by [redacted] (b)(6)
Chicom anti-aircraft gun

APPROVED FOR RELEASE DATE: 09-Dec-2013

Vientiane. 29 December 1971. AFP- An available source of news in Vientiane said many American airplanes have searched for the wreckage of the Air America, Inc C-123 missing since last Monday (27 Dec). It is suspected that the airplane was shot down by Chicom anti aircraft fire along the Lao China frontier in the North of Laos.

Until present, there was negative success in the search. Three Americans, one Chinese, one Lao and one Meo (montagnard) were reported aboard. Reliable information said this airplane was shot down by air defense of red china road construction project.

This is the second airplane missing. The first one was missing during a month in the region that US Investigation Senate Committee had described last year. It is the most well defended air defense region in the world.

On 22 Dec., Lao Airlines disclosed that a cargo plane carried material for Honisay village was missing without reason in the North of Laos. The air crew were two Chinese.

It would not be surprising if the two airplanes were shot down by anti-aircraft fire of Red China along the road under construction in North Laos as all pilots in that region had known "Communist China fires all airplanes in the sky" since the time they shot down two T-28 airplanes of Lao Air Force at the beginning of 1970.

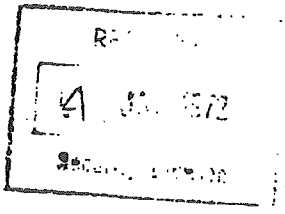
The investigation report of US Senate Committee in April 1971 recorded that of 20 China soldiers along the road under construction from 3 to 7 soldiers served on anti-aircraft guns and air defense is guarded by 100 to 395 guns. Some guided by radar and able to shoot down the airplanes at 68.000 feet altitude.

At present, they have completed 100 km(963 miles) linking the Laos China frontier to Muong Houn lying 60 km from Laos-Thai frontier. Last September, Communist China attempted to continue the road to Muong Houn, Pak Beng on the Mekong riverside 30 Km through Thai territory.

Washington has forbidden all military and civil airplanes to fly over the Red China Road Working region. It is sure that the two missing airplanes were the victims of the prolonging road toward the West.

Translated by: [redacted]
Guard Supervisor/Investigator

cc: EM/SGN
PM/SGN
DSY/TPE
File.



I have copy

C06117365

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

MGDR WAS

TP1921 27 DECEMBER 1971

SUBJ THIRD TWIN OTTER, OVERDUE C123K

REF TP1916, 24 DECEMBER 1971

1. WE WERE ADVISED BY ACTING BASE MANAGER, [redacted], VIENTIANE THE AFTERNOON OF 26 DECEMBER THAT [redacted] HAD APPROACHED HIM SHORTLY BEFORE THAT TIME SUGGESTING THAT AAM CAREFULLY CONSIDER WHETHER THEY SHOULD COMMIT FOR A THIRD TWIN OTTER IN THE FACE OF THE UNEXPECTED RECENT AND CONTINUING LOSS OF TERRITORY WHICH CASB RECKONED WOULD REDUCE REQUIREMENTS FOR AIRLIFT, POSSIBLY EVEN TO THE EXTENT OF RENDERING SOME OF THE EXISTING FLEET OF TWIN OTTERS (OURS AND CASIS) IN LAOS SURPLUS. CASB ALSO SUGGESTED THAT N774M MIGHT BE UTILIZED TO MEET THE REQUIREMENTS ORIGINALLY PROJECTED FOR OUR THIRD TWIN OTTER. [redacted] HAD NOT, AT THE TIME HE PHONED, BEEN IN TOUCH WITH 342 CONTRACTING OFFICER [redacted] OR 713. TO ASSURE COORDINATION OF ALL PARTIES CONCERNED [redacted] WAS ASKED TO CONTACT [redacted] AND 713 AND FURTHER ADVISE US. SUBSEQUENTLY WE RECEIVED THE FOLLOWING MESSAGE:

"TO : PRESIDENT TPE

INFO : VPFCA VP-L TPE BM VTE

SUBJ : TWIN OTTER

INFO : OUR TELECOM

M71 [redacted] IS FULLY AWARE AND THEY SAY NO PROBLEM IF THE COMPANY ELECTS. DCASB SAYS HE INITIATED DISCUSSION OF NEAR FUTURE REQUIREMENTS. HE DOES NOT FEEL THAT AN ACCURATE ESTIMATE OF AIRCRAFT REQUIREMENTS CAN BE MADE BEFORE A1Ø. IT IS STRICTLY A GUESS ON HIS PART BUT HE SAYS IT LOOKS LIKE A LARGE REDUCTION IN FLYING TIME.

A/BM VTE 270705 "

(PART ONE OF TWO OF TP1921)

4 Copies

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C06117365

NEITHER THE TELECON NOR THE MESSAGE SUFFICIENTLY CLARIFY THE MATTER AND [redacted] WILL NOT BE AVAILABLE TO CLEAR IT UP BEFORE 27 DECEMBER AS HE WENT UPCOUNTRY IN THE LATE AFTERNOON TO PARTICIPATE IN THE SEARCH FOR C123K 57-6293 OVERDUE SINCE ABOUT 11:ØØ THIS MORNING ON A FLIGHT TØ8 L69 TØ8, APPARENTLY ON THE TØ8 L69 LEG(PIC G. L. RITTER, SIC R. F. TOWNLEY, AFS E.J. WEISSENBACK, [redacted], ALL IMMEDIATE FAMILIES REPORTEDLY ARE IN VIENTIANE).

2. WE SEND THIS INCONCLUSIVE MESSAGE AT THIS POINT WITH THE THOUGHT THAT WE SHOULD ADVISE YOU AS PROMPTLY AS WE CAN OF A POSSIBLE QUESTION OF ACQUIRING N389X SO IF YOU HAVENT ALREADY COMMITTED FOR IT PERHAPS YOU SHOULD DEFER NEGOTIATIONS FOR A DAY OR SO TO ALLOW US TIME TO CLARIFY THE SITUATION AT THIS END TO THE EXTENT POSSIBLE.

PRES TPE

(PART TWO OF TWO OF TP1921)

Copy: President file

[redacted]

m/o CEC

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C06117366
APPROVED FOR RELEASE DATE: 09-Dec-2013
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(b)(6)

NNNNZCZC JJ106 GGO FF088 EE030 DD017 CC039 I 36 HH030 KK021 PP015
QF TPEGPHO TNNGPHO SGNXTFA
.VTERKFA 230545
XOXO TO : TPE TNN SGN UTH BKK
AAA TEN FOUR
BBB PC6 N197X C123K 54613
CCC LS20A TG8214
DDD 01407 24 DECEMBER 1971
EEE [redacted]
AFS WEISSENBACK, [redacted]
FFF NIL
GGG BOTH AIRCRAFT TOTALLY DESTROYED
HHH AFTER THE PIC OF N197X HAD BEEN BRIEFED BY THE CUSTOMER, HE TAXIED OUT BETWEEN TWO PARKED C123'S. AS HE SWUNG SLIGHTLY TO THE RIGHT FOR BETTER VISION, THE PROPELLER STRUCK A SEAL DRUM OF JP-1 FUEL WHICH HAD BEEN OFF LOADED A C123K. THE BURST DRUM IGNITED ALMOST INSTANTANEOUSLY AND THE PIC EVACUATED THE PC6 IMMEDIATLY THRU THE CARGO DOOR. THE BURNING AIRCRAFT, DUE TO THE SLOPE OF THE RAMP, ROLLED TAIL FIRST INTO THE RIGHT REAR SIDE OF 54613 WHICH WAS ABOUT TO BE OFF LOADED. THE BURNING PC6 PLUS THE BURNING JP-1 FLOWING DOWN SLOPE UNDER THE C123K CAUSED THE LATTER TO START BURNING. THE PIC AND THE F/O IN THE COCKPIT AND THE AFD IN THE CABIN OF 54613 EVACUATED VIA THE REAR DOOR. THE AFS WAS ON THE RAMP, CLEAR OF THE SCENE. THE PIC OF C123K SUSTAINED SLIGHT SCRATCHES ON HIS HAND AND KNEES WHEN HE FELL TO THE GROUND AFTER AVACUATING THE AIRCRAFT.
III SIX THOUSAND FEET SCATTERED CLOUDS, VISIBILITY 10 MILES, WIND CALM.
JJJ THIRD PARTY DAMAGE LIMITED TO RAMP SURFACE BENEATH AIRCRAFT HULKS. CONTRACT 713 FOR BOTH AIRCRAFT.
KKK [redacted]
LLL END SERIES.
A/BM CP MTS A/SOM VTE 240534
;
240622

RECEIVED
28 DEC 1971
PERSONNEL DIVISION
TAIPEI

C06117369

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(b)(6)

MEMORANDUM

TO : VP-L WAS

DATE : 16 May 1974

FROM : VP-NTD

REF. No. VPNTD-M74-078

SUBJECT : Letter to Mrs. Townley

Ref: (1) VP-NTD D74 221445
(2) VP-L WAS E74 081925

Per paragraph 7 of Ref. (2) we contacted [redacted] at the JCRC (NKP) and he has forwarded a copy of the report (2-237-0095-72) requested by Mrs. Townley. On first contact we were told that the report could be given to Mrs. Townley and Mrs. Ritter but when a copy of the report arrived here [redacted] informed us that controls had been tightened and that we now could not release the report to the survivors.

Therefore, I will write a letter to Mrs. Townley quoting from your suggested wording in Ref. (2). I will answer her question on the JCRC report with a statement advising here that we are not able to release JCRC reports.

Original Signed By:

[redacted]

APPROVED FOR RELEASE DATE: 09-Dec-2013

Atch.
Report

cc: VP-OCA WAS
VPIR-OSG BKK
2.08
File

FORM 5270300

C06117370

NOTE: This document contains information affecting the national defense of the United States within the meaning of the espionage laws, Title 18, U.S.C., Secs. 793 and 794. The transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

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NO FOREIGN DISSEMINATION
(Classification and Control Markings)

The report contains unprocessed information. Plans and/or policies should not be evolved or modified solely on the basis of this report.

1. COUNTRY: LAOS/NORTH VIETNAM
2. SUBJECT: (U) Prisoner of War Report - Crash of an American Aircraft and Reported Detention Facility for U.S. PWs
3. IRC NUMBER:
4. DATE OF INFORMATION: June-July 1972
5. PLACE AND DATE OF ACQ: Vientiane, LAOS 4-14 August 1972
6. EVALUATION: SOURCE E/F IE INFORMATION 6
7. SOURCE: Casual source from [redacted] from [redacted]
8. REPORT NUMBER: 2 237 0095 72 (5310-03-E)
9. DATE OF REPORT: 17 August 1972
10. NO. OF PAGES: 3
11. REFERENCES: DIRM: 1Q16, 6G; SICR D-7CX-49018; AMS Series L7015, Edition 1
12. ORIGINATOR: USARMA Vientiane, LAOS [redacted]
13. PREPARED BY: [redacted] Assistant Army Attache
14. APPROVING AUTHORITY: [redacted] COL, GS U. S. Army Attache

RECD DSTL 11 SEP 1972

(b)(6)

15. SUMMARY: (CNF) This IR transmits information obtained during the alleged debriefing of [redacted] by [redacted] This Pathet Lao (PL) or Neo Lao Hak Sat (NLHS) defector report provides questionable information concerning the downing of an American aircraft in December 1971, the capture of its crew members, and their subsequent imprisonment. This report includes the location and the description of the detention facilities containing the crew members, four additional Americans, and several high ranking Thai and Lao officers. The caveat NO FOREIGN DISSEMINATION is required because release of information would be detrimental to sources and the preparer of this report.

(b)(1)
(b)(3)(n)

Ritter
Townley
Weissenbach
Civilian

269

1. (CNF) Circumstances of Alleged Defection. On 4 August 1972, a casual source stated that [redacted], a resident of Vientiane, LAOS, was a personal friend of [redacted], a member of the Pathet Lao (PL) or Neo Lao Hak Sat (NLHS). [redacted] wanted to defect to the Royal Lao Government (RLG), but was afraid of being killed or severely punished. According to the casual source, [redacted] wanted to defect to the Americans to insure his personal safety. This same PL or NLHS member had information pertaining to the downing of an aircraft with a tail number of 293 and the subsequent capture of three Americans and one Lao. [redacted] was allegedly the prison camp commander of the detention facility containing these three Americans, four additional Americans and several high ranking Thai and Lao officers. [redacted] reportedly had personally seen the seven Americans as of 60 days ago and had information which indicated that the Americans were still in the camp as of 15 July 1972. On 13 August

16. DISTRIBUTION BY ORIGINATOR:
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COMUSMACV (JPRC)
COMUSMACTHAI
DEPCHJUSMAGTHAI
500TH MI GROUP
HQ, 7/13 AF (UDORN)
CH, SPEC ACTIVITIES, BANGKOK

17. CONFIDENTIAL DATA:
Classified by
U.S. Army Attache Laos
. X MPT FROM GENERAL
DECLASSIFICATION SCHEDULE
OF EXECUTIVE ORDER 11652
EXEMPTION CATEGORY: 2
DECLASSIFY ON:
31 Dec 82

18. ATTACHMENT DATA:
None

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NO FOREIGN DISSEMINATION

REPLACES DA FORM 1-31, 1 JUL 61, DEPARTMENT OF THE ARMY FORM 1127, JUL 61, WHICH MAY BE USED UNTIL 1 JAN 63.

APPROVED FOR RELEASE DATE: 15 SEP 2010

C06117370

1972, [redacted] was contacted by the preparer of this report. [redacted] allegedly debriefed [redacted] and obtained the following information.

2. (C) Reported Sighting of Downed American Aircraft

a. [redacted] allegedly observed the crash of an aircraft in December 1971. It appeared as if the aircraft was attempting to make a landing at Muong Sai airfield (RC 123093); however, it landed in the middle of a stream within a two kilometer radius of RC 1169. Just before the crash, the aircraft sounded as if it had run out of gas. The aircraft finally came to a stop in the middle of a stream, the tail section sticking out of the water. The number on the tail was 293. Three Americans and one Lao were captured and at a later unknown date were taken to a detention facility in the vicinity of UG 425730.

3. (C) Reported Condition of Crew Members

a. The pilot of the aircraft suffered a broken left arm. Otherwise, he was in excellent condition.

b. The co-pilot suffered an unknown type injury to the knee. Otherwise, he was in excellent condition.

c. The American kicker suffered an injury over the left eye. Otherwise, he was in excellent condition.

d. The Lao kicker, named KHAMPHANH, lost one tooth. Otherwise, he was in excellent condition.

e. One American reportedly had a small caliber pistol in his hip pocket or strapped to the upper part of his leg. After he arrived at the detention facility, he reportedly gave the pistol to one of the guards. The guard sold it and bought food for the American.

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4. (C) Activities After Capture

a. [redacted] reportedly stated to [redacted] that the three US and one Lao PWs were taken to the detention facility at UG 425730 on an unknown date. [redacted] reportedly escorted the prisoners to that location. [redacted] reportedly was the camp commander at the detention facility and saw the Americans on a daily basis for several months.

b. [redacted] initially reported through the casual source that according to [redacted] the Americans were still at the detention facility as of July 1972; however, [redacted] reported on 13 August 1972 that [redacted] had stated that the Americans were taken out of the detention facility in June 1972 and transferred to Tuyen Quang (nca), NORTH VIETNAM. (No further information.)

5. (C) Description of Detention Facility

a. The detention facility was reportedly located inside a cave which had a five to six meter-high waterfall running over the entrance of the cave. Two cells were inside the cave. One cell was for U. S. PWs and the other was for the high ranking Thai and Lao personnel. Outside of the cave were areas for growing vegetables including an area for growing pumpkins. Approximately 90 enemy personnel reportedly consisting of PL were within one kilometer of the camp. (No further information.)

6. (C) Daily Activities of the American PWs. The Americans reportedly bathed in a nearby stream once a week, cut fire wood in the vicinity of UG 423740, and were also utilized to grow vegetables. (No further information.)

COMMENTS: (CNF)

a. The casual source who initially provided the information concerning the

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CONTINUATION SHEET	CONFIDENTIAL NO FOREIGN DISSEMINATION (Classification and Control Markings)	REPORT NO. 2 237 0095 72 PAGE 3 OF 3 PAGES ORIGINATOR USARMA Vientiane, LAOS

(Leave blank)

availability of an enemy defector has been providing information to this office on a daily basis for several years. Information previously provided has been from unknown sources and of questionable validity. The casual source has in the past tended to maximize, minimize, or manufacture information to meet the requirement of the particular question that was asked him. In addition, he is particularly inept at asking the proper questions when debriefing any one of his "many" sources.

b. Local liaison was conducted and it was determined that in fact C-123 aircraft with tail number 293 was lost in December 1971, that three Americans and one Lao were on the aircraft, and that the aircraft mysteriously disappeared during a routine mission.

c. After proper coordination with appropriate in-country agencies had been effected, the casual source was again contacted and told to arrange a meeting with the PL. The casual source was immediately told that if the PL was who he said he was and had the information which the casual source had indicated, appropriate rewards for all concerned would be made. He was additionally told that means existed to determine the veracity of the information. Repeated attempts, according to the casual source, were made to contact [redacted] and [redacted] contact was finally effected with [redacted] on 13 August 1972. At that time, [redacted] stated that [redacted] had made arrangements to defect to the RLG in Pakse and that SK was defecting his entire organization to include 47 men and one woman. The actual defection would take place on 14 August 1972. Therefore, it would not be necessary for [redacted] to meet the preparer of this report. When [redacted] was reminded of the rewards which could be made if the information was accurate, he then stated that [redacted] would attempt to return to Vientiane and provide the detailed information pertaining to the Americans and the aircraft downing after the details of his defection were arranged.

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d. It has been apparent to this office from the initial reporting of the information that the entire report strongly hinted of a fabrication or at least was being partially manufactured. However, because pieces of information matched favorably with known aircraft downing data, it was determined necessary to attempt to effect contact with the alleged defector.

e. Air America has publicly announced available rewards for information concerning the downing of the aircraft and the disposition of the crew members. The casual source made mention of this reward during his first report of the availability of a knowledgeable source. He later indicated that [redacted] was aware of the reward and that [redacted] had told [redacted] of the reward. The tail number of the aircraft was not made public; however, during the SAR effort, Air America representatives participating in the effort stated that the number 293 was used over the airways and could have been picked up by anyone listening in on that particular frequency. [redacted] is the name of the missing Lao crew member. The fact that [redacted] was able to provide the name of the Lao kicker is not that significant in that his name could easily be obtained locally.

f. Information contained in this report has been passed to Irregular Assets for further exploitation if and when [redacted] surfaces in Pakse, LAOS. If [redacted] in fact exists, it is doubtful that he had access to the type of information given in this report. It is probable that most information contained in this report has been fabricated in an attempt to obtain monetary rewards.

g. On 20 August 1972, after final preparation of this report, the casual source reported that [redacted] had defected in Pakse, LAOS, together with 53 personnel. On 21 August 1972, the casual source reported that [redacted] would be made available on 21 August for detailed debriefings.

h. As of 21 August 1972, according to Irregular Assets, no information has been received which indicates that a defection of this many personnel has taken place. No report has been received which would indicate that [redacted] has defected.

i. Further attempts will be made to contact [redacted] for detailed debriefing concerning information contained in this report. Information obtained will be forwarded in a subsequent IR.

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CONTINUATION SHEET

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REPORT NO. 2 237 /6 72
PAGE 4 OF 4 PAGES
ORIGINATOR CUSARMA
Vientiane, LAOS

(Leave Blank)

leave to pick up a "child" who was waiting for him down the street. At this time, I asked him if he could stay for five more minutes to look at some pictures. He agreed. He was then taken over to a corner of the room where there would be less interference from [redacted] was shown five groups of pictures with each group containing four pictures. Crew member pictures were intermingled within the total 20 pictures. Source studied each group for approximately one minute and was unable to determine any positive identification. The pictures were then placed on a flat surface and grouped into two categories - five pictures of Lao personnel and 15 pictures of American personnel. Source studied the Lao group for approximately 15 minutes and finally produced a picture which was not a picture of the Lao crewmember. He then studied the 15 pictures of Americans for approximately 15 minutes. He was very nervous during this entire 30 minutes and finally stated that he was sure that three pictures he had chosen were the three Americans reported as the American crew members. None of the pictures were of the crew members. By this time, [redacted] tried to assist Source by asking him what problems he was having. Source then re-examined the Lao pictures. [redacted] was mumbling something to himself at this time. About two minutes later, Source stated that he had changed his mind, that this picture (the one of [redacted]) was the Lao crew member. It should be noted that the pictures in no way resembled one another. Source then went back through the pictures of the Americans and decided that another picture was one of the Americans. This picture was a picture of one of the American crew members.

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j. At this time, [redacted] and Source left with [redacted] stating that Source would try to return the following day. During a subsequent 15 minute conversation with the casual source during which I indicated that I suspected Source's story, he stated that I felt Source and [redacted] were lying, that it was a fabrication, and that it was probable that Source was a resident of Vientiane and had never been to Muong Sai.

k. According to appropriate U.S. Mission officers, as of 25 August 1972, Source has not defected to the RLG.

l. As is evident from the above date and comments, Source and [redacted] have fabricated this entire story to obtain monetary rewards offered by Air America. It could very well be that the casual source is directly or indirectly involved. This office considers the incident terminated.

m. Copies of this report have been provided to the U.S. Mission.

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(b)(6)

DEPARTMENT OF STATE

Washington, D.C. 20520

January 13, 1975

[redacted]
Air America, Inc.
1725 K Street, N.W.
Washington, D.C.

Dear [redacted]:

Enclosed for your information is a copy of the State Department report of the Death of an American Citizen issued December 17, 1974 for Edward J. Weissenback. As you will note, it lists the cause of death "as missing and presumed dead as a result of enemy action in Northern Laos," on December 27, 1971.

Certified copies of this form are also being send to the Office of Workers Compensation Programs in the Labor Department and to Karen.

If you have any questions, I hope you will let me know.

Sincerely,

[redacted]

Special Assistant for
Prisoner of War and
Missing in Action Matters

Enclosure:
As stated

C06117371
APPROVED FOR RELEASE DATE: 09-Dec-2013

AMERICAN FOREIGN SERVICE

REPORT OF THE DEATH OF AN AMERICAN CITIZEN

Vientiane, Laos, December 17, 1974
(Place and date)

Name in full Edward J. Weissenback Occupation Crewman

Native or naturalized Native Last known address

in the United States Unknown

Date of death December (Month) 27 (Day) (Hour) (Minute) 1971 (Year) Age 29 (As nearly as can be ascertained)

Place of death Crash of C-123 aircraft in Northern Laos
(Number and street) or (Hospital or hotel) (City) (Country)

Cause of death Missing and presumed dead as result of Enemy Action in Northern Laos
(Include authority for statement)

Disposition of the remains n/a

Local law as to disinterring remains n/a

Disposition of the effects c/o Mrs. Karen J. Weissenback

Person or official responsible for custody of effects and accounting therefor Mrs. Karen Weissenback

Informed by telegram:

NAME	ADDRESS	RELATIONSHIP	DATE SENT
n/a			

Copy of this report sent to:

NAME	ADDRESS	RELATIONSHIP	DATE SENT
Karen W. Weissenback		Spouse	12/7/1974

Traveling or residing abroad with relatives or friends as follows:

NAME	ADDRESS	RELATIONSHIP
Air America, Inc.	Vientiane, Laos	Employer

Other known relatives (not given above):

NAME	ADDRESS	RELATIONSHIP

This information and data concerning an inventory of the effects, accounts, etc., have been placed under File 234 in the correspondence of this office.

Remarks:

(Continue on reverse if necessary.)

[SEAL]
No fee prescribed.

(Signature on all copies)
Consul of the United States of America.

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I hereby certify that I have no firearms of any description in my possession in Southeast Asia.

I further certify that I have read and understand the pertinent sections of the Personnel Manual pertaining to firearms, that I will abide by these regulations and that any violation thereof will subject me to immediate termination.

[redacted]
Witness

Sept. 25, 70
Date

Edward J. Heisenbach
Employee's Signature

9-25-'70
Date

C06117375

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[redacted] (b)(6)

While I am an employee of Air America, Inc. and during my assignment in Laos, I agree to abide by local laws, in addition to the applicable Company regulations, and will respect local customs and conform to a high standard of moral and ethical conduct.

I further agree that I will not engage, for profit, directly or indicrectly, either in my own name of in the name or through the agency of another person of entity, in any business, profession, or occupation in Laos, other than work assigned by competent authority within the Company while employed by Air America, Inc. nor will I make loans or investment to or in any business, profession or occupation in Laos.

I understand that the prohibitions and standards of conduct prescribed above are contractual requirements of the United States A.I.D. Mission to Laos (USAID) as set forth in a contract between the Company and USAID, and I agree that violation of this agreement many result in and shall be good cause for the termination of my employment with Air America, Inc. and its associated companies.

[redacted]

Witness

Sept. 25, 70

Date

Edward J. Heusenbach

Employee's Signature

9-25-'70

Date

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(b)(6)

August 7, 1970

Ref.: WH-70-2861

AIRMAIL - SPECIAL DELIVERY

Mr. Edward J. Weissenback

[redacted]

Grants Pass, Oregon 97526

Dear Mr. Weissenback:

We are enclosing herewith two copies of our offer of employment. This offer sets forth the terms and conditions of your employment with us. Please sign one copy and return it to us. The second copy is for your file.

Please read carefully the household effects letter that we have included with the offer and itemize the contents of each carton and trunk that is part of your shipment.

You will be required to take a complete physical examination which includes various laboratory tests and a survey of your general physical condition. This physical examination should be administered by a doctor of your choice. We have attached our Company forms for your doctor to complete. It is important that we receive these completed physical examination forms at least two weeks prior to your scheduled reporting date. We have to forward them to the Chief of our Medical Department in Taipei prior to your departure. Late receipt of these forms will delay your departure as well as the date your salary commences.

You are required to have cholera and smallpox immunizations in connection with your trip to the Far East. We advise you also have typhus, typhoid, paratyphoid, and tetanus for your protection. Your immunizations will not be valid unless you submit your completed yellow books (sample copies attached) for certification by a U.S. Public Health Office. We also advise beginning polio immunizations and taking oral polio vaccine. This series may be completed after your arrival in the Far East, if necessary. The Company will pay for the above immunizations except the polio vaccine, and for your physical examination. Please have your physician submit his bill to this office for payment.

Should you not have a valid U.S. Tourist Passport, please refer to the attached Passport application form for information as to how you can obtain one. Once you obtain your Passport, sign it, and return it along with the attached Visa application forms for China, Japan, Thailand, and Laos. China requires two signed Visa forms; Japan requires one signed Visa form; Thailand requires two signed Visa forms; and Laos requires three signed Visa forms. Just [illegible]

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Visa forms where indicated, we shall extract the necessary information from your Application For Employment forms and fill in the Visa forms for you. We would appreciate your sending us eight passport-size photographs which will be used in connection with your trip. It will be necessary, however, for us to be provided with the paid invoices before reimbursement can be made. If a prospective new employee does not report to Taipei, all expenses incurred for physical examination, immunizations, passport, etc., must be borne by the individual concerned and any bills received by the Company will be returned to him for payment.

It is important that you open a personal checking account in the United States prior to your departure and that you take an adequate supply of blank checks. In addition to the $50 travel allowance which we shall provide, you must carry at least $150 in your funds. Although the Company does have personal check cashing facilities for employees at certain points in the system, you must not plan to make use of them until you have been briefed by our Far East offices concerning how and when this may be done. At most points in the Far East you cannot legally receive U.S. dollars for checks drawn on U.S. banks, and specifically not in Tokyo and Taipei. Kindly let us know the name of your bank, its address, and your checking account number on the attached form.

Upon receipt of your signed Passport, the signed Visa application forms and required photographs and your completed physical examination forms, we will make air travel and hotel reservations and will be in touch with you concerning these arrangements.

You will note that we have indicated September 15, 1970, or sooner as your reporting date. This date is purely an estimate on our part to give you a time reference and will not necessarily coincide with your actual date of employment, which will be the date you start your travel enroute to the place designated in Paragraph 4.a of your employment letter. Any voluntary delays enroute will be counted as leave without pay.

We would like to remind you that no firearms should initially be brought with you, even if you are proceeding to an assignment outside of Taiwan. Under no circumstances will employees permanently assigned to Taiwan be permitted to bring in firearms now or in the future shipment of their personal effects. If you are not assigned to Taiwan and desire to have firearms shipped to you later, you must first consult with the Director of Security and determine if it will be permissible to do so. If permissible, it must be shipped directly to you rather than via Taiwan.

Cordially,

[redacted]
Assistant for Personnel

HRD:ddh

AIR AMERICA, INC.

COPY

APPROVED FOR
RELEASE DATE:
09-Dec-2013

C06117377

bcc: DP (via MGDR, Pres.)
VPT&S (via MGDR, Pres.)
Ref.: DC-RSE-2349
Air Freight Specialist
G4S3 + 28
Medford, Oregon
September 15, 1970

AIR AMERICA, INC.

COPY

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(b)(6)

AIR ASIA COMPANY LIMITED
815 CONNECTICUT AVENUE, N. W.
WASHINGTON, D. C. 20006
TELEPHONE 298-7840
CABLE ADDRESS "AIRASIA"

亞洲航空股份有限公司

June 25, 1968

Ref.: WH-68-4245

REC'D WAS JUL 1 1968

Mr. Edward J. Weissenback

[redacted]

Redmond, Oregon 97756

Dear Mr. Weissenback:

This letter constitutes an offer of employment in the position of AIR FREIGHT SPECIALIST at a monthly salary of $652.00.
This offer is subject to the following terms and conditions:

1. Your possessing the necessary qualifications in our opinion for the above position being offered.

2. Completion to the satisfaction of the Company of such personal history checks as it may deem necessary or desirable.

3. Your satisfactorily passing a physical examination and meeting the physical requirements as set forth by the Company for the position offered to you.

4. Reporting for Duty:

   (a) You will report for duty at AIR ASIA COMPANY LIMITE D, 108 CHUNG SHAN ROAD NORTH, SECOND SECTION, TAIPEI, TAIWAN on or before 17 JULY 1968 or at such other place as you may subsequently be notified.

   (b) Since you will travel by air and will have to adhere to the prescribed passenger baggage weight limitations, the Company will pay for the transportation by surface shipment of up to 2,500 pounds (7½ cubic tons or 300 cubic feet, depending upon the basis of computation) of your personal effects from your bona fide home or place of employment to your station of assignment. Any duty or customs' fees collectable on the shipment to or importation into a foreign country of your personal effects must be borne by you.

Salary:

Your salary will commence the day you start travel enroute to the place stated in paragraph 4(a) above, provided no undue or voluntary delays result enroute. Salary will be paid by U.S. Dollar check once a month.

APPROVED FOR RELEASE DATE: 09-Dec-2013

6. Term of Employment:

Subject to your satisfactory completion of the probationary period, as set forth in the Company's Personnel Manual, your employment will be for an indefinite period. If you fail to meet at any time any of the conditions set forth in paragraphs 1, 2 and 3 above, or if your services become excess to the needs of the Company, and your services are therefore terminated by the Company, you will be given two weeks advance notice, or pay in lieu of such notice, with return passage to **REDMOND, OREGON** If your services are terminated by the Company for any other reason you will be given return passage to **REDMOND, ORGEON** If, however, you resign prior to completion of at least three years of service, the Company will not be responsible for return passage for you or your dependents to **REDMOND, OREGON** or for the repatriation of your personal property.

7. Location:

Your initial assignment will be at **TAIPEI, TAIWAN** ,; however, our operations in conjunction with those of our associated companies normally extend throughout the Far East and sometimes to other locations and you will be subject to assignment to work with an associated company and to assignment to any point of operations required by the Company.

8. Transportation for Dependents:

Transportation for your dependents will be provided by the Company upon certification by your Supervisor that you have successfully completed a probationary period of such duration as the Company deems necessary to evaluate your performance and suitability. However, if you wish to bring your dependents with you, you may do so at your own expense. You will, however, be reimbursed by the Company for dependent travel only after certification by your Supervisor, as provided above, that you have successfully completed your probationary period. In either case only travel by Company authorized route will be provided or reimbursed and reimbursement will be only at authorized Company discount fares.

9. Company Personnel Manual:

The terms, conditions, and benefits relating to employment with the Company are set forth in its Personnel Manual. Except and unless expressly provided to the contrary herein, the provisions of the Personnel Manual control, and where not expressly contrary to the Personnel Manual the matters set forth herein which are covered in the Personnel Manual are subject to the provisions of the Personnel Manual relating thereto. The following generalize some of the benefits of employment with the Company:

(a) Annual Vacation/Travel: You will accrue 2.5 days per month vacation and air transportation at the rate of one round trip, Economy Class ticket each year for yourself and dependents (as specified below) between your place of assignment and the airport nearest your home.

APPROVED FOR
RELEASE DATE:
09-Dec-2013

(b) Sick Leave: Two weeks sick leave per year. Unused sick leave is carried forward to the following year and is cumulative up to a maximum of sixty (60) days; however, no payment is made for unused sick leave.

10. Personal Conduct:

We expect that personal conduct of our employees will reflect no discredit upon themselves, upon their fellow employees, or upon the Company. Excessive or even considerable use of intoxicants will not be permitted.

An employee's dependents for purposes of Company afforded travel referred to herein are his wife and children under eighteen years of age.

This letter constitutes the only authorized offer of employment to you from or on behalf of the Company. We have attempted to cover the general terms of your employment and some of the benefits which will result from your employment. As provided above, it is understood that the Personnel Manual (as it presently exists and as amended from time to time) is the final authority on details. It is an employee's privilege and responsibility to familiarize himself with the Company's Personnel Manual and the benefits provided therein.

If this offer of employment is acceptable to you, will you please indicate your acceptance by signing the enclosed copy hereof, as provided below, and returning that copy to us at the above letterhead address. This offer of employment shall remain in effect only for a period of thirty (30) days from the above date unless extended by written notice from me.

Very truly yours,

[redacted]

GAD:cd

I have read, understand, agree with, and accept the above offer of employment this 28 day of June, 1968

Edward James Weissenback

APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

AIR AMERICA, INC.
1725 K STREET, N.W.
WASHINGTON, D. C. 20006

TELEPHONE 223-6130

CABLE ADDRESS
"AIRAMERICA"

MANAGING DIRECTOR

August 7, 1970

Ref.: WD-70-2860

REC'D WAS AUG 20 1970

AIRMAIL - SPECIAL DELIVERY

Mr. Edward J. Weissenback

Grants Pass, Oregon 97526

Dear Mr. Weissenback:

This letter constitutes an offer of employment in the position of AIR FREIGHT SPECIALIST at a monthly salary of $680. This offer is subject to the following terms and conditions:

1. Your possessing the necessary qualifications in our opinion for the above position being offered.

2. Completion to the satisfaction of the Company of such personal history checks as it may deem necessary or desirable.

3. Your satisfactorily passing a physical examination and meeting the physical requirements as set forth by the Company for the position offered to you.

4. Reporting for Duty:

   a. You will report to Air Asia Company Limited, an associated company, at its offices located at 108 Chung Shan North Road, Second Section, Taipei, Taiwan, for further employment processing on or before September 15, 1970 or at such other place as you may subsequently be notified.

   b. As you will travel by air and will have to adhere to the prescribed passenger baggage weight limitations, the Company will pay for the transportation by surface shipment of up to 2,500 lbs. (or 300 cubic feet, depending upon basis of computation) of your personal effects from your bona fide home or place of employment to your station of assignment. Any duty or customs fees on the shipment to or importation into a foreign country of your personal effects must be borne by you.

5. Salary:

   Your salary will commence the day you start your travel en route to the place stated in paragraph 4.a. above, provided no undue or voluntary delays occur en route. Salary will be paid by U.S. dollar check once a month.

APPROVED FOR RELEASE
DATE: 09-Dec-2013

C06117379
APPROVED FOR
RELEASE DATE:
09-Dec-2013

6. Term of Employment:

Subject to your satisfactory completion of the probationary period, as set forth in the Company's Personnel Manual, herein identified as Personnel Manual For American Employees, your employment will be for an indefinite period. If you fail to meet at any time any of the conditions set forth in paragraphs 1, 2 and 3 above, or if your services become excess to the needs of the Company, and your services are therefore terminated by the Company, you will be given two weeks advance notice, or pay in lieu of such notice, with return passage to MEDFORD, OREGON. If your services are terminated by the Company for any other reason you will be given return passage to MEDFORD, OREGON. If, however, you resign prior to completion of at least three years of service the Company will not be responsible for return passage for you or your dependents to MEDFORD, OREGON or for the repatriation of your personal property.

7. Assignment to Associated Companies:

In accepting this offer you will evidence your agreement to any assignment to perform like services for any associated company at the Company's election, as long as the terms contained herein are met. When so assigned you may receive a salary based upon the local value of your services directly from the associated company, in which event that amount will be offset against the amount payable by the Company. Any difference between any such salary payment and your agreed compensation will be paid by the Company. No such assignment shall operate to dissolve the employer-employee relationship herein created nor to release you from your obligations hereunder and you will continue to hold yourself available for services on behalf of the Company upon its request. By the same token no such assignment shall relieve the Company of any of its obligations to you except as stated above.

8. Transportation for Dependents:

Transportation for your dependents will be provided by the Company upon certification by your Supervisor that you have successfully completed a probationary period of such duration as the Company deems necessary to evaluate your performance and suitability. However, if you wish to bring your dependents with you, you may do so at your own expense. You will be reimbursed by the Company for dependent travel only after certification by your Supervisor, as provided above, that you have successfully completed your probationary period. In either case, only travel by Company authorized route will be provided or reimbursed and reimbursement will be only at authorized Company discount fares.

C06117379
APPROVED FOR RELEASE DATE: 09-Dec-2013

9. Company Personnel Manual:

The terms, conditions and benefits governing your employment with the Company are set forth in the Personnel Manual identified in paragraph 6. above, and shall be controlling unless expressly provided to the contrary herein.

10. Personal Conduct:

We expect that personal conduct of our employees will reflect no discredit upon themselves, upon their fellow employees, or upon the Company. Excessive or even considerable use of intoxicants will not be permitted.

An employee's dependents for purposes of Company afforded travel referred to herein are his wife and children under eighteen years of age.

This letter constitutes the only authorized offer of employment to you from or on behalf of the Company. We have attempted to cover the general terms of your employment and some of the benefits which will result from your employment. As provided above, it is understood that the Personnel Manual (as it presently exists and as amended from time to time) is the final authority on details. It is an employee's privilege and responsibility to familiarize himself with the Company Personnel Manual and the benefits provided therein.

If this offer of employment is acceptable to you, will you please indicate your acceptance by signing the enclosed copy hereof, as provided below, and returning that copy to us at the above letterhead address. This offer of employment shall remain in effect only for a period of thirty (30) days from the above date unless extended by written notice from me.

Very truly yours,

[redacted]

GAD:hw

I have read, understand, agree with, and accept the above offer of employment this 13th day of August, 1970.

Edward J. Mussenbach
(Signature)

C06117380

(b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

INFORMATION SHEET FOR PREPARATION OF OFFER OF EMPLOYMENT

NAME: EDWARD J. WEISSENBACK

POSITION: AIR FREIGHT SPECIALIST

HIRE AGAINST DC-RSE: 2349

MONTHLY SALARY: ($) 680.00 (Grade & Step) G453+28

HOME OF RECORD: NEW YORK, NEW YORK

CITY DEPARTING FROM: MEDFORD, OREGON

ORIGIN OF HOUSEHOLD EFFECTS: GRANTS PASS, OREGON AND BANGKOK, THAILAND

DATE OF DEPARTURE: SEPTEMBER 15, 1970

CREDIT REPORT NECESSARY (Circle one) (YES) → ALREADY DONE NO

EMPLOYEE AND WIFE NEEDS PASSPORT (Circle one) (YES) NO

TYPE VISAS REQUIRED: CHINA: MULTIPLE ENTRY TOURIST
THAI TRANSIT
JAPAN: NONE
LAO ENTRY

SPECIAL INSTRUCTIONS: SEND OFFER VIA AIRMAIL-SPECIAL DELIVERY TO: [redacted] GRANTS PASS, OREGON. MRS. WEISSENBACK WILL ACCOMPANY HER HUSBAND TO THE FAR EAST AND WILL REIMBURSE US FOR THE COST OF HER TICKETS. BE SURE YOU SEND ENOUGH VISA APPLIC. FORMS. PREPARE, AND ENCLOSE WITH OFFER OF EMPLOYMENT A HH/PE LETTER (NOTE THE SPLIT SHIPMENT). ALSO ENCLOSE A NEW APPLIC. FOR EMPLOYMENT (AL 3) AND STAPLE TO IT A NOTE ASKING MR. WEISSENBACK TO FILL IT OUT ASAP.

PREPARED BY: [redacted]

DATE: 8/6/70

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117381

APPROVED FOR RELEASE DATE: 09-Dec-2013

[redacted] (b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

ZCZC AWA220 TGB841 50176

UIWA HL CNTA 043

LT TAIPEI 43/41 13 1512

1970 JUL 13 AM 2 53

[redacted] WASHINGTONDC REC'D WAS JUL 13 1970

TP401 GOSOP [redacted] RECEIVED JULY THIRTEENTH PLEASE DISREGARD TP398 AS PERTAINS [redacted] STOP PLEASE ADVISE AAA PND3734 [redacted] RETURN DUTY EFFECTIVE AUGUST ONE VIA TAIPEI ACCEPTABLE (BBB) REEMPLOYMENT STATUS TP362 WEISSENBACK (CCC) RETURN DUTY INTENTIONS PND1322 GENTZ

[redacted]

NO RESPONSE NECESSARY... WH-70-2337 Refers. WOB

7/16/70 CURRENT CONTACT FOR WEISSENBACK IS:

[redacted]

REDMOND, OREGON
(NOTELEPHONE)

C06117382

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

[redacted] (b)(6)

NNNN

AAZCZC YW0473 FBC1289 ZC FUS594 50098

URWA HL CNTA 083

TAIPEI 83/73 7 1814

JUL 8 1970

[redacted] WASHINGTONDC REC'D WAS JUL 8 1970

TP381 PND1340 RSE2349 UDORN INSTRUCTOR [redacted] SHOULD BE RSE2350

DUE IP362 PREVIOUSLY ASSIGNED RSE2349 AFS FOR WEISSENBACK

REEMPLOYMENT STOP DUE PND0466 [redacted] RESIGNATION EFFECTIVE SEPTEMBER

ONE PROPOSE EMPLOYMENT WH1293 IP284 [redacted] ASSISTANT CHIEF SECURITY

G4S6D LOCATION PROBABLY VIENTIANE REPORTING TAIPEI BY AUGUST FIFTEEN

MOST DESIRABLE STOP WITH

EMPLOYMENT WH1498 [redacted] NO CURRENT INTEREST WH0488 [redacted]

NO INTEREST REEMPLOYMENT WH2180 [redacted] WH2179 [redacted] REEMPLOYMENT

ACCEPTABLE AGAINST ANY VACANT UH34 RSE

[redacted]

ral 8-7500

Reply via RCA: call FEderal 8-7500

ply via RCA: call FEderal

RCA Global Telegram

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117383
APPROVED FOR RELEASE DATE: 09-Dec-2013

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

JULY 7, 1970

MR. WEISSENBACK'S CURRENT ADDRESS AND TELEPHONE NUMBER IS:

[redacted]
GRANTS PASS, OREGON 97526

TEL.: [redacted]

C06117385
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

COPY

MEMORANDUM

(b)(6)

COMPANY CONFIDENTIAL

TO : SRTMVTE via BMVTE

DATE: 6 March 1969

FROM : DTD

REF. No.DTD-219/69/203

SUBJECT : Air Freight Department Personnel Complement

An analysis of the need for a balanced staffing pattern in the Air Freight Department dictates the necessity for readjustment of personnel strength in view of the projected operational requirements.

To this end, you are charged to review your Air Freight Specialist complement and select five (5) members to be released for the convenience of the Company.

Prepare and forward to this office the necessary documents to release five (5) Air Freight Specialists from employment effective with the close of business 31 March 1969.

(Signed)

cc: File - S/C

AKR/ml

COMPANY CONFIDENTIAL

FORM 5270400

COPY

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117386

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

[redacted] (b)(6)

TO: Mr. Edward J. Weissenback
Air Freight Specialist, Traffic Division
via BMVTE, DTD, VPT&S

DATE : 30 Oct. 1968

REF.NO.: PND-ES-68/6726

REC'D WAS NOV 04 1968

Dear Mr. Weissenback :

This is to advise that you successfully completed your Probationary Period of employment with the Company on 16 October 1968 .

[redacted]
for Director of Personnel

cc: P/File
Assistant for Personnel via MGDR, President
D/RAD
R/S
E/S

PD-165

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117387
APPROVED FOR RELEASE DATE: 09-Dec-2013
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

P File

[redacted] (b)(6)

September 4, 1968

Ref.: WH-68-5908

Commanding Officer
U.S. Army Administration Center
Attn: AGUZ-RP-A
9700 Page Boulevard
St. Louis, Missouri 63132

Ref.: Edward J. Weissenback, Service No. ER 51551423

Dear Sir:

The above referenced individual is employed by Air America, Inc. as an Air Freight Specialist. Mr. Weissenback was employed July 17, 1968, and is presently assigned to Vientiene, Laos. His duties as an Air Freight Specialist encompass all phases of Loadmaster activities.

Please consider this letter as a request for a Critical Civilian Occupation Classification for the above individual. Air America, Inc. is currently engaged in performing flight and aircraft maintenance services in the Far East pursuant to contracts with agencies of the United States government; among them the U.S. Agency for International Development, the U.S. Air Force and the United States Army. Mr. Weissenback's work for our company is directly related to the performance of the above contracts. Our work in the Far East is consistent with the national interest, and this work will be handicapped if we are deprived of Mr. Weissenback's services. Therefore, we request that Mr. Weissenback's classification be granted while he is performing services for our company.

Mr. Weissenback has asked that we forward to your office the attached USAAC Form 171 with this letter verifying his employment.

If you require any additional information from our company, we should be pleased to comply with your request. Please advise our company as well as Mr. Weissenback when you have made a decision with respect to this request.

Cordially,

[redacted]
Assistant for Personnel

RECEIVED
11 SEP 1968
AIR AMERICA
PERSONNEL DIVISION
TAIPEI

HHD:WHB:cm

Attachment

C06117387
APPROVED FOR
RELEASE DATE:
09-Dec-2013

bcc: DP (via MGDR, Pres.)
Mr. Edward J. Weissenback (via Pres.)

Ref.: PND-DP-68/5908, dated 4 September 1968

For your information and files.

COPY

C06117388
APPROVED FOR RELEASE DATE: 09-Dec-2013

(b)(6)

MY RESERVE STATUS AND ADDRESS VERIFICATION

Complete and Return Within 15 Days

DATE: AUG 68

Read Reverse Side Before Completing This Form

A. DATA ITEM	B. INFORMATION NOW ON FILE	C. MAKE NECESSARY CORRECTION OR CHANGE
1. GRADE	SP4 A	
2. NAME 3. SERVICE NUMBER 4. ADDRESS 5. CITY, STATE 6. ZIP CODE	WEISSENBACK EDWARD J ER 51551423 ASHLAND, OREG 97520	% Air America Inc. APO San Francisco, Calif. 96352
7. FOREIGN LANGUAGE NO 1		
8. FOREIGN LANGUAGE NO 2		
9. CIVILIAN EDUCATION LEVEL	3-4 YRS COLG, NON-GRAD	
AVAILABILITY FOR ASSIGNMENT TO USAR UNIT	OBLIGATION AP	☐ Available ☒ Not Available (See Instructions)
11. SPECIAL QUALIFICATIONS (See Section A of USAAC Form 170a)	a. First / b. Second / c. Third	a. First / b. Second / c. Third
12. PRESENT CIVILIAN OCCUPATION (Record your Job Title and Duties in Column C)		Air Freight Specialist. Loadmaster duties on aircraft in Southeast Asia.
ITEM 13 IS FOR ENLISTED PERSONNEL ONLY		
13. MARITAL STATUS & NUMBER OF DEPENDENTS (Do not count yourself as a dependent)	SINGLE-0	Married - 1 dependant
	0165/0170	
ITEM 14 IS FOR HEADQUARTERS USE ONLY		
DOT CODE	000 STUDENT	

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

CLAIM OF CRITICAL OCCUPATION

If you claim to be engaged in, apprenticing in, or studying for a critical occupation read and comply with the instructions which appear on the attached USAAC Form 170a and check one of the following:

a. ☒ Engaged in a critical civilian occupation (See Section B of USAAC Form 170a for required documentation).
b. ☐ Apprenticing or studying for a critical occupation (See Section B of USAAC Form 170a for required documentation).
c. ☐ Preparing for or engaged in the ministry (See Section B of USAAC Form 170a for required documentation).
d. ☐ Belonging to a religious faith requiring individual missionary work (See Section B of USAAC Form 170a for required documentation).

NOTE: Unless the required documentation is returned with this form, notice will not be taken of your claim.

16. CERTIFICATE OF PHYSICAL CONDITION

Check one of the following to indicate your current physical condition:

☐ To the best of my knowledge and belief I have no medical condition or physical defect that would prevent my performance of active military service.

☐ My current physical condition may preclude the performance of active military service. The certificate of a physician outlining my physical condition is attached.

17. Signature of Reservist: Edward J. Weissenback

18. Date: August 25, 1968

USAAC Form 1 Dec 66 171 (Test)

USED IN LIEU OF DA FORM 1140 SERIES

C06117389
APPROVED FOR RELEASE DATE: 09-Dec-2013
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)
(b)(6)

June 25, 1968

Ref.: WH-68-4244

Mr. Edward J. Weissenback
[redacted]
Redmond, Oregon 97756

Dear Mr. Weissenback:

We are enclosing the original and a copy of the letter setting forth the terms and conditions of employment. Please sign one copy and return it, if it meets with your approval. Also enclosed are your preplacement physical examination forms, general instructions and an immunization card for you. Upon receipt of your signed offer, we shall send you instructions for shipping your personal/household effects.

Please sign and return two of the enclosed Chinese and one Japanese visa application forms with your valid signed passport (to be valid a passport must be signed on page two of the passport booklet where signature of bearer is indicated) and two passport-type photographs as soon as possible. We shall fill in the necessary information. Each passport bearer is required to sign two Chinese and one Japanese visa application forms.

A physical examination is required which will include blood test, blood count, chest X-ray and general physical condition. Please have your physician complete the forms, sign and return them to us promptly. You are required to have typhoid, para-typhoid, cholera and smallpox immunizations, and we advise typhus and tetanus for your protection. The Company will pay for these particular immunizations and for your physical examinations so have your physician submit his bill to this office. The physical and personal forms must be forwarded to this office and transmitted to our Chief, Medical Department prior to your arrival in Taipei. Late receipt of these forms will delay your departure and date your salary commences. Please pass this information to your physician. It is essential that you have your immunizations certified by a U. S. Public Health Office.

Please carefully follow the instructions regarding procedures to be used when you ship your personal/household effects and itemize the contents of each carton or trunk you are shipping to the Far East.

It is important that you open a personal checking account in the USA prior to your departure and that you take an adequate supply of blank checks. In addition to the $50 travel allowance which we shall provide, you must carry at least $150 in your funds. Although the Company does have personal check cashing facilities for employees at certain points in the system, you must not plan to make use of them until you have been briefed by our Far East offices concerning how and when this may be done. At most points in the Far East you cannot legally receive U. S. dollars for checks drawn on U. S. banks, and specifically not in Tokyo or Taipei.

C06117389
APPROVED FOR
RELEASE DATE:
09-Dec-2013

You will note that we have indicated 17 July 1968 or sooner as your reporting date. This date is purely an estimate on our part to give you a time reference and will not necessarily coincide with your actual date of employment which will be the date you start your travel enroute to the place designated in Paragraph 4.a. of your employment letter. Any voluntary delays enroute will be counted as leave without pay.

We would like to remind you that no firearms should initially be brought with you, even if you are proceeding to an assignment outside of Taiwan. Under no circumstances will employees permanently assigned to Taiwan be permitted to bring in firearms now or in the future shipment of their personal effects.

If you are not assigned to Taiwan and desire to have firearms shipped to you later, you must first consult with the Director of Security and determine if it will be permissible to do so. If permissible, it must be shipped directly to you rather than via Taiwan.

We shall be in touch with you in the very near future regarding your final travel arrangements.

Sincerely,

[redacted]
Assistant for Personnel

HHD:ar

Enclosures

bcc: DP (via MGDR, Pres.)
VPT&S
RSE-2140
Air Freight Specialist
G4S3D
Redmond, Oregon
17 July 1968

AACL
COPY

RECEIVED
2 JUL 1968
PERSONNEL DIVISION
TAIPEI

C06117290
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

MEMORANDUM

TO: DP (via Pres.)

DATE: July 7, 1970

FROM: Assistant for Personnel (via MGDR)

REF. NO.: WH-70-2337

SUBJECT: Former Employee Edward J. Weissenback

Ref.: TP362
PND-DP-69/0743 dated March 20, 1969
DC-RSE-2349 Air Freight Specialist

Mr. Weissenback contacted the office of the Managing Director today by telephone and indicated that he will be unable to accept our offer of re-employment at this time due to the fact that he was recently injured in a parachute jump in connection with his duties at the U. S. Forest Service.

Mr. Weissenback did indicate that he is quite interested in being considered for reemployment as soon as he is fully recovered. His doctor indicates this will be approximately January 1, 1971.

Please advise the name of an alternate candidate for employment against DC-RSE-2349.

HHD:WHB:ds

return to file soon

APPROVED FOR RELEASE DATE: 09-Dec-2013

RECEIVED
14 JUL 1970
PERSONNEL DIVISION
TAIPEI

C06117391

(b)(6)

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

Sept. 26, 1970

[redacted]
American Commissary
Vientiane, Laos

Dear [redacted]

The bearer of this letter, Mr. E.J. Weissenback is newly assigned to Vientiane, Laos.

It will be appreciated if you allow him to make purchases without the required deposit 31 December 1970.

Sincerely yours,

AIR AMERICA, INC.

[redacted]
Personnel Manager
Vientiane, Laos

APPROVED FOR RELEASE DATE: 09-Dec-2013

C06117392
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

AIR ASIA COMPANY LIMITED
815 CONNECTICUT AVENUE, N. W.
WASHINGTON, D. C. 20006
TELEPHONE 298-7840

CABLE ADDRESS
"AIRASIA"

亞洲航空股份有限公司

INACTIVE
AFS

February 5, 1968

Ref.: WH-68-0993 AFS

Mr. Edward J. Weissenback
[redacted]
Ashland, Oregon

Dear Mr. Weissenback:

Thank you very much for your recent application for employment with Air Asia Company Limited.

Since receiving your application, we have reviewed your qualifications carefully. Unfortunately, we do not have an opening in which your work interests and experience could be utilized.

We appreciate your interest in our Company, and are sorry that we cannot be more optimistic about your employment opportunity with us. However, we do wish you every success in your efforts to find a suitable position.

Cordially,

for [redacted]
Assistant for Personnel

HHD:WHB:cg

bcc: DP (via MGDR, Pres.)
Ref.: PND-DP-68/413, dated 26 January 1968
WH-68-0404, dated 17 January 1968

A copy of this letter is being sent to you for your information only. We will hold this application in our Inactive Files for a period of six months, then dispose of it.

APPROVED FOR RELEASE DATE: 09-Dec-2013

RECEIVED

C06117393
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(6)

(b)(6)

2 file(5)

VP-L
18 JUL 1973

ZCZC PFF053
QK HKGZZFA

QK VTEXTFA UTHXTFA BKKXTFA
.TPEBDHO 170820

TO : VP-LD VTE
INFO : VP-NTD UTH AVP BKK VP-L OSG P/T TPE
SUBJ : AIR AMERICA PERSONNEL MISSING IN LAOS

PREPARATION OF PROPOSED AD SHAPING UP BUT FIND WE ARE MISSING PHOTOGRAPHS OF THE FOLLOWING PERSONNEL:

1) JOSEPH C. CHENEY, II
2) CHARLES G. HERRICK
3) [redacted]
4) [redacted]
5) [redacted]

IF YOU OR ANY OF THE INFOEES HAVE PHOTOS OF THE AFOREMENTIONED PERSONNEL PLEASE FORWARD TO THIS OFFICE ASAP. PLEASE ADVISE.

DTD FOR DPRA TPE G73 170810Z

;

APPROVED FOR RELEASE DATE: 09-Dec-2013

NNNN

UNCLASSIFIED//FOUO

Directors Action Center Routing Slip

Record Number	Document Number	File Code	Date
0006051-2011	DAC-0006051-2011-Request-1	PO LIAIS 08110 1004-P	12/02/2011

Title: CONGRESS: Request from Senator Web Regarding Vietnam/POW issue

Summary:
Lotus Note from [redacted] (b)(3)(c) forwarding a request for all the remaining classified documents regarding the Vietnam/POW issue and an explanation of the authorities by which the document remain classified. OCA requests a response by Monday, 5 December 2011.

Action Officer [redacted] (b)(3)(c)

Lead Office: OCA

Task Instructions: OCA to take the lead and coordinate a response with the appropriate components. (Please provide all responses through DARTS to close action. The lead office should provide the final response to the originator of the request.)

Suspense Date: 01/13/2012

Action: CIO

Information: CSPI/FO

As of: 08 March 2013 10:57 AM

Attached Files

- DAC-0006051-2011.rtf
- DAC-0006051-2011b.rtf

UNCLASSIFIED//FOUO

(b)(3)(c)

[redacted] .. 3/8/2013

C05998983

[redacted]

UNCLASSIFIED//FOUO

From: **Janna S. Robinson**
Executive Staff
Office of Congressional Affairs,
[redacted] (b)(3)(c)
Date: 12/02/2011 03:40 PM

Subject: **Taski**
To: DIR-D.
Cc: DIR-O

This m

DAC,

Please task out the following with OCA lead and IMS as the action office:

Senator Webb document request for a list of remaining classified documents regarding the Vietnam/POW issue and explanation of the authorities by which the documents remain classified. Information is requested by 5 Dec.

Note to DAC: Diane Yancey has already discussed this issue with IMS, and they have been working on it throughout the week. IMS requested that OCA have this tasked through DAC.

thanks!
Janna

Mail Type: Official

UNCLASSIFIED//FOUO

C05998983

[redacted]

UNCLASSIFIED

From: **Janna S. Robinson**
Executive Staff
Office of Congressional Affairs,
[redacted] (b)(3)(c)
Date: 12/02/2011 05:12 PM

Subject: **Fw: D**
To: Ian G.

This m

See below for the email from Sen. Webb's staffer, Ann. Thank you!

Have a great weekend!
Janna
----- Forwarded [redacted] (b)(3)(c)

From:
To:
Cc:
Date:
Subject:

[redacted] (b)(3)(c)

Though I recognize it's a bit unusual, CIO/IMS has asked that we task this through the DAC. IMS should have the action to prepare a response. Thanks.

----- Forwarded by [redacted] (b)(3)(c) (b)(3)(c)

From:
To:

Date:
Subject:

[redacted]

Please see request below from Senator Webb's office. I doubt we have such a listing, but defer to you to provide a definitive response. Thanks.

----- Forwarded by [redacted] (b)(3)(c)

From:
To:
Date:
Subject:

[redacted] (b)(6) (b)(3)(c)

(b)(3)(c)

CLASSIFICATION: **UNCLASSIFIED** (b)(3)(c) (b)(3)(c)

[redacted]

This email originated on the [redacted] (U) and has been forwarded to th [redacted]
[redacted]. *This is only a copy of the original message*. This email has been virus scanned, but

consider the source before opening attachments. **If this E-Mail is from someone unfamiliar to you (especially if it contains an attachment) do NOT open it; instead, contact your** [redacted] (b)(3)(c) [redacted] If you have questions, send a lotus note to **GLIDE_HELP.**

[redacted] (b)(3)(c)

Message ID: 6716403/glide-ain-b70-ps1-a

Diane:

It was a pleasure speaking with you this afternoon. As we discussed, Senator Webb is requesting a list of what documents remain classified regarding the Vietnam POW / MIA issue and under what authority (e.g., EOs, the "McCain bill"). We would like the information by 5 Dec 2011.

Thank you in advance for your time and assistance, and please let me know if I can provide any additional information.

Thank you,
Ann

Ann Vallandingham
Office of U.S. Senator Jim Webb
Legislative Assistant
Veterans' Affairs
(202) 224-4024

Mail Type: Official

UNCLASSIFIED

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(3)(c)
(b)(3)(c)

UNCLASSIFIED

Directors Action Center Routing Slip

Record Number	Document Number	File Code	Date
0003957-2010	DAC-0003957-2010-Request-1	PO LIAIS 08110 1004-P	08/02/2010

Title: CONGRESS: Congressional Request for DNI to Declassify Vietnam POW Records - SUSPENSE 20 August 2010

Summary:
Lotus note from Jennifer L. Hudson, DNI, forwarding a request from Members of Congress to declassify all classified material under the DNI's authority dealing with POWs from the Vietnam War. External due date NLT 20 August 2010.

Action Officer: Leslie A. Scott

Lead Office: CIO

Task Instructions: CIO to take lead and coordinate a response with the appropriate components. (Please respond back to the originator, also please provide all responses in DARTS to close action.)

Suspense Date: 08/20/2010

Action: DI-APLAA-SOUTHEAST ASIA-JAPAN ISSUE GROUP, HR, OCA

Information: ADD/CIA, DCIA, DDCIA, CSPI/FO, DI, DI-APLAA

As of: 08 March 2013 11:43 AM

Attached Files

- DAC-0003957-2010.rtf
- 2010-06-23 Ltr From W. Jones, D. Kucinich, R. Paul, and J. McGovern, House of Representatives, to Acting DNI Gompert, Reques.pdf

UNCLASSIFIED

C05998984

UNCLASSIFIED

Jennifer L. Hudson-DNI-/STF/AG ENCY
Chief, Information Release Branch
DNI/DIS/MSC/IMO
703-275-2210 (u)
917-2210 (s)
DNI/DIS/MSC/IM

08/02/2010 10:06 AM

Subject Congressional Request for DNI to Declassify Vietnam POW Records - SUSPENSE 20 August 2010

Good morning,

ODNI has received the attached request from Members of Congress to declassify all classified materal under the DNI's authority dealing with POWs from the Vietnam War. In order to provide the best response possible, I am asking for input from CIA regarding current declassification efforts as they relate to any responsive material.

I will also be asking for input from DOD/DPMO.

Please let me know if there are any questions.

Thank you,
Jennifer



2010-06-23 Ltr From W. Jones, D. Kucinich, R. Paul, and J. McGovern, House of Representatives, to Acting DNI Gompert, Reques.pdf

Jennifer Hudson
DNI Information Management Office
Chief, Information Review and Release Branch
917-2210 (s)
703-275-2210 (u)

Mail Type: Official

UNCLASSIFIED

Viewing an archived action from

S

Action

24 FEBRUARY 1998 SSCI STAFF MEETING RE: VIETNAM

Dcoument Number: **OCA-018595-CNV**

Date Received: **02/24/1998**

Task Instructions:

no value

Request Documents:

Recipients

- MFR

Additional Document Metadata

OPI	
Secondary OPI	
From	
Other Document Number	
Comments	
File Code	
Media Type	
Codewords	
Attachments	
Keywords	
Copies	

(b)(3)(c)

S

Viewing an archived action from

(b)(3)(c)

WTC/Memorandum for the Record

KEY: C/98-05221

EVENT: STAFF MEETING **DATE:** 02/24/98 **TIME:** 1500 **STATUS:** COMPLETE

PLACE: [redacted] (b)(3)(c)

FOR: SSCI

SUBJ: VIETNAM

----- (PARTICIPANTS) -----

ASSOC	NAME	ROLE
STAFF	DORN, PETER ROBERT (SSCI)	
CIA	MCNAIR, BILL (DO/IMS)	BRFR
CIA	[redacted] (b)(3)(c)	SPRT
CIA		BRFR
CIA		BRFR

----- (EXECUTIVE SUMMARY) -----

(S) As part of the ongoing negotiation with SSCI on a new Special National Intelligence Estimate (SNIE) on Vietnamese governmental cooperation on POW/MIA issues, the NIO/EA briefed Sen. Bob Smith (R-NH) and staff on 7 November 1997 per OCA C/97-06453. Subsequently, SSCI staff in a letter of 3 December 1997 (SSCI #97-3454) offered the NIO access to SSCI file holdings and in turn requested access to "574" classified CIA documents. On 30 January 1998, OCA responded with OCA 98-1030 requesting a number of SSCI documents and inviting SSCI staff to Hqs to discuss our holdings with DO/IRO McNair. Assuring staff that we want to satisfy them, McNair discussed the actual number of classified documents in our holdings, described the various reasons for maintaining them as classified, and offered either to allow staff to review the classified documents or to explain why staff could not see specific documents. When it quickly became apparent that among the categories being withheld from staff review were the 122 documents judged to be "fabrications," the meeting abruptly ended with staff determined to gain access to those specific documents. DO/IRO undertook to reconfirm that staff would be denied access to fabricated reports. Following the meeting, other staff sought confirmation from us that the drafter of the SNIE had access to all CIA holdings, including the fabricated material. Staff also asked whether "all-source analysts" outside the DO had participated in the evaluation of the suspect documents and the determination that they were fabrications. Staff suggested that we compromise and allow staff review of a sampling of all CIA holdings, including fabrications, to permit SSCI staff to confirm to possible future critics of the SNIE that SSCI had independently confirmed the thoroughness of our research.

-----(ADDITIONAL INFORMATION) -----

1. (S) DO/IRO McNair explained to SSCI staffer Dorn that he was welcome to review our index of 98 volumes of CIA Vietnam-era POW/MIA documents that had been denied either entirely or in part. Some documents are source-revealing, or were denied as revealing sources and methods, violating individual privacy, or lacking relevance. Assuring Dorn that we had no interest in withholding any substantive information on POW/MIAs and wanting to satisfy him, McNair said we'd either allow him to review, but not take notes on, specific documents "or explain why not." (OCA Comment: McNair has clarified that staff can indeed take notes, which we will then review and classify before transmitting to SSCI.) Since DO/IRO said we had some 748 documents in our index, Dorn first asked the origin of the number 574, ominously suggesting that false information had been provided to SSCI in the context of the DCI's confirmation hearing. Dorn was reassured to find, however, that the 574 number originated in a 4 November 1993 letter from EXDIR Leo Hazelwood to DCI Woolsey, and was repeated in a 9 November 1993 letter from the DCI to the President. Dorn dropped further interest in the number. We clarified that our index reflects every

[redacted] (b)(3)(c)

WTC/Memorandum for the Record

KEY: C/98-05221

remaining classified CIA document identified in an Agency-wide search instituted in response to the Senate Select Committee on POW/MIAs, and that CIA reviewed all our documents for declassification by 11 November 1993. The documents in the current index are those remaining pre-1993 documents still classified. Dorn asked about CIA documents since 1993, and DO/IRO undertook to check with DO/EA regarding what we might have developed since 1993. (b)(3)(c) (b)(3)(c) (b)(3)(c)

2. (S) Noting McNair's assurance that we would make our substantive information available for SSCI review, Dorn affirmed that SSCI is only concerned about confirming what information is held by the USG as we "pound the Russians and Vietnamese" for POW/MIA information. CIA annuitant [redacted] assured Dorn that he had personally reviewed every document in our index, but cautioned that we did not have access to such non-CIA material as Select POW/MIA Committee interviews or privileged post-return POW interviews conducted by DoD. [redacted] also noted that during SSCI work, staffer [redacted] had reviewed some 100 of the classified docs in our index. (OCA Comment: [redacted] Dorn said he's very interested in information on numbers of POWs held by the Communists in the early 1970s, and information on Communist policy on POWs in that period. He also said that he wanted to assure that the NIC takes all CIA classified information (including the documents reflected in the index) into account, and OCA assured him that NIC SNIE drafter [redacted] had access to the entire document collection. Dorn made reference to the fact that SSCI has 1976 allegations on the killing of POWs, and in response to McNair's comment that Smith staffer [redacted] knew about this matter and was asking for the material, refused to say how Carluccio might have learned about the matter. (OCA Comment: According to NIC drafter [redacted] the substance of this "185 report" was passed to DPMO in 1993 and Sen. John Kerry (D-MA) was briefed at that time. [redacted] DPMO is now reluctant to share "185" info with DPMO's Joint Commission Support Directorate (JCSD) out of concern that JCSD personnel would leak the information [redacted] (b)(3)(c) (b)(3)(c) (b)(6) (b)(6) (b)(6) (b)(6) (b)(1) (b)(3)(n)

3. (S) Dorn then began reviewing the index, but the first document he asked to see, an Indonesian MFA report, has been judged a fabrication, and IMS officers [redacted] explained the "fabricator" designation to him while McNair said we do not allow access to material judged to be fabricated. Dorn insisted that he wanted access to material judged to be fabrications, arguing that SSCI could then reassure potential SNIE critics that SSCI had independently reviewed all material being reviewed by the SNIE drafter. He said he wanted to "spot check" the whole range of material, but McNair emphatically told him he would not let SSCI see fabricated material, although he could have access to any substantive material we judge to be accurate. To clarify the material at issue, of the 748 documents in the index, [redacted] 122 are classified as "fabrications," with one being deemed "disinformation" and another characterized as "policy/fabricator." McNair said he could confirm with management his authority and judgment regarding his refusal to allow access to the fabricated information. He also invited Dorn to return at his convenience to review the entire index and look at specific documents of interest. (b)(1) (b)(1) (b)(3)(c) (b)(3)(c) (b)(3)(c)

4. (S) Following the meeting, SSCI staffer and CIA budget referent [redacted] called OCA to say that SSCI staff leadership had assigned him to replace former staffer [redacted] in working with Dorn on POW/MIA. [redacted] said he'd been briefed by Dorn on the above meeting, and requested clarification on a number of points. He sought assurance that the NIC SNIE drafter has access to all CIA documents, including the 122 fabricated reports. He also asked whether DI all-source analysts have participated in the evaluative process that had labeled the reports fabricated. OCA reminded [redacted] that field information is evaluated through the entire reporting cycle, [redacted] (OCA Comment: According to DO/EA annuitant [redacted] all 122 reports were initially disseminated through the Intel Community and were later recalled as fabrications. Ironically, [redacted] pointed out that SSCI's POW/MIA holdings as itemized in their 3 December 1997 letter [SSCI (b)(3)(c) (b)(3)(c) (b)(1) (b)(3)(c)

WTC/Memorandum for the Record (b)(3)(c)

KEY: C/98-05221

#97-3454] include a 26 July 1993 CIA letter to Sen. Smith addressing precisely the disputed Indonesian document and our reasons for judging it a fabrication.) [redacted] reminded OCA that Dorn is tenacious and prepared to escalate the issue, and suggested that much effort could be saved if we would consider allowing Dorn [redacted] to review the files on some fabricator reports to satisfy them on the integrity and rigor of the fabricator evaluative process. We assured [redacted] that the issue is being addressed at senior levels.

(b)(3)(c) (b)(3)(c)

(b)(3)(c)

[redacted]

DCI/OCA/LG

(b)(3)(c)

OC/LG/R [redacted] jab [redacted] 24 Apr 98)

(b)(3)(c)

[redacted]

(b)(3)(c)

----- (FOLLOW-UP ACTION ITEMS) -----

There were no Action Items on file for this event.

Viewing an archived action from

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Action

REQUEST FOR DECLASSIFICATION OF THE CIA INFORMATION RELATING TO AMERICAN POWS OR MIA FROM THE VIETNAM WAR

Dcoument Number **OCA-002416-CNV**

Date Received **03/31/1997**

Task Instructions:

no value

Request Documents:

(b)(3)(c)

Recipients

- ADCI TENET

Additional Document Metadata

OPI	
Secondary OPI	
From	
Other Document Number	
Comments	(b)(3)(c)
File Code	
Media Type	
Codewords	
Attachments	
Keywords	
Copies	

U

Viewing an archived action from

(b)(3)(c)

C05999003

BOB SMITH
NEW HAMPSHIRE
1-800-922-2230
IN NEW HAMPSHIRE
opinion@smith.senate.gov

ER 97-2056

SELECT COMMITTEE ON ETHICS
COMMITTEE ON ARMED SERVICES
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

United States Senate

WASHINGTON, DC 20510-2903

March 31, 1997

The Honorable George Tenet
Acting Director of Central Intelligence
Central Intelligence Agency
Washington, D.C. 20505

Dear George:

I am writing to request information from the Central Intelligence Agency which relates or may relate to the subject of American POWs or MIAs from the Vietnam War. Most of this information has been or should have been declassified under Executive Order 12812, dated July 22, 1992, and Presidential Decision Directive/NSC-8, dated June 10, 1993. As the Vice Chairman of the Senate Select Committee on POW/MIA Affairs (1991-1993), and the current U.S. Chairman of the Vietnam War Working Group of the U.S.-Russian Joint Commission on POW/MIAs, I am asking you to ensure that this information is retrieved and provided to me as soon as possible in declassified form. I further request that the information be provided as it is located, as opposed to delaying your response until all items have been located.

The requested information is as follows:

(1) The CIA report, referenced in paragraph 1 of the CIA memorandum dated March 20, 1973 (copy of memorandum attached), which was disseminated on February 2, 1973, to Dr. Henry A. Kissinger, then-National Security Advisor to President Nixon. According to the March 20, 1973 CIA memorandum, the above-referenced CIA report "indicated that the list of U.S. POWs given the United States was not a complete one and that the communists in fact held over a thousand prisoners."

(2) The CIA report referenced in paragraph 2 and 3 of the CIA memorandum dated March 20, 1973 (copy of memorandum, also referenced in (1) above, is attached). According to the CIA memorandum, "VC Lieutenant Colonel Nam Lam, a member of the Military Intelligence Staff of VC MR 4, said on 12 March 1973 that the figure of 585 U.S. POWs, which was released officially to the U.S. Government in its negotiations over the POWs, was developed as a bargaining chip by the VC for negotiating purposes with the United States..., and that many additional POWs have been captured..., (and that) Hanoi will use these POWs as a bargaining tool to obtain additional concessions from the United States."

(3) A complete copy of the attached CIA report from the 1980's which was disseminated by Deputy Director of Operations to USG policy and intelligence-level officials, "Subject: Hanoi's Position on and

DCI EXEC REG

DIRKSEN BUILDING
SUITE 307
WASHINGTON, DC 20510-2903
(202) 224-2841

1750 ELM STREET
SUITE 100
MANCHESTER, NH 03104
(603) 634-5000

ONE HARBOUR PLACE
SUITE 435
PORTSMOUTH, NH 03801
(603) 433-1667

3 GLEN AVENUE
FIRST FLOOR
BERLIN, NH 03570
(603) 752-2600

PRINTED ON RECYCLED PAPER

Activities Regarding the Issue of U.S. Personnel Missing in Action in Indochina." The report, based on a source debriefing, states that (NVN) "Politburo policy on the U.S. prisoner of war (POW)/MIA issue was classified as a state secret and...(that) Hanoi appeared proud of the fact that some (number unknown) U.S. POWs and U.S. MIA remains had not been returned to the U.S." The report further indicates that "if the SRV still holds U.S. personnel, they could possibly be located at four sites in North Vietnam," and that "the U.S. POW/MIA issue was being kept alive as bargaining chips to pressure the U.S. Government to carry out provisions of the 1973 Paris agreement."

(4) A complete copy of the attached undated excerpt from a CIA report entitled, "Subject: The Transfer of Caucasian Prisoners By Truck From Thanh Hoa To Quang Ninh Province, Socialist Republic of Vietnam, in Early March, 1982." The report indicates that three or four dozen Caucasian prisoners, "presumed to be Americans" and "most of whom were a head taller than the guards" were moved to the Dong Vai prison camp in early March, 1982.

(5) Copies of CIA reports concerning the "Lao Source with PW Information" referenced in the attached March 12, 1986 Memorandum for Record by D. Warren Gray of the former Defense Intelligence Agency Special Office for PW/MIA. This Memorandum was located in the declassified holdings of the Library of Congress established under Public Law 102-190.

(6) Copies of any CIA debriefing reports on Dr. Vanney Boupha, the daughter of Khamphai Boupha. I understand that Dr. Boupha defected from Laos in the 1982/83 time frame and reportedly had information on U.S. POW/MIAs.

(7) Postwar imagery of an escape and evasion code made with clothing (in a manner similar to what was reportedly done at Son Tay in 1970) on the roof of a detention facility in North Vietnam. I understand that this imagery may have been from the Haiphong area (see attached map from intelligence files for the mid-1970's suspected code at the Dong Vai prison -- both Haiphong and and Dong Mang (Vai) were highlighted). However, the code may also have been from Bangliet, Cu Loc, MND (Alcatraz), Hoa Lo, or at any number of other prisons in North Vietnam. I am told that this imagery was shown to two Members of Congress in 1981 by Director Casey in his office at Langley, but was not provided to the Senate Select Committee on POW/MIA Affairs in 1992. I have only recently learned about this matter, and I am obviously very concerned.

C05999003

(8) All CIA reports pertaining to the source referenced in an October 10, 1985 DIA-originated Memorandum and in follow-up notes originated by DIA on March 6, 1986 (copy attached). The source # used for this reporting by the former DIA Special Office for PW/MIA (currently the Defense POW/Missing Personnel Office) is 2574, and it is my understanding that the source would only provide his POW-related information to CIA, as opposed to DIA.

Your prompt assistance concerning this request is sincerely appreciated. Should your staff have any questions concerning any of the requests outlined above, please have them contact Mr. Dino Carluccio in my office at (202) 224-2841. I look forward to reviewing your final response, and would appreciate receiving an interim reply by April 8, 1997.

Sincerely yours,

Bob Smith

BOB SMITH, U.S.S.

/dlc
enclosures (7)

Viewing an archived action from [redacted] (b)(3)(c)

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Action

RESPONSE TO REQUEST FOR INFORMATION RE THE POW/MIS ISSUE WITH THE SOCIALIST REPUBLIC OF VIETNAM

Dcoument Number: **OCA-016719-CNV**

Date Received: **04/03/1997**

Task Instructions:

no value

Request Documents: [redacted] (b)(3)(c)

Recipients

- SSCI DORN

Additional Document Metadata

OPI	
Secondary OPI	
From	
Other Document Number	[redacted] (b)(3)(c)
Comments	
File Code	
Media Type	
Codewords	
Attachments	
Keywords	
Copies	

U

Viewing an archived action from [redacted]

(b)(3)(c)

C05999007

Central Intelligence Agency

Washington, D.C. 20505

OCA 97-1291
3 April 1997

Mr. Pete Dorn
Select Committee on Intelligence
United States Senate
Washington, D.C. 20510

Dear Mr. Dorn: Pete

This letter is in response to your fax of March 21, 1997, requesting a copy of the Intelligence Community's assessment that formed the basis for the President's certification in 1996 that the Socialist Republic of Vietnam was cooperating in full faith on the POW/MIA issue. Because the Defense Department's Defense POW/MIA Office (DPMO) is responsible for intelligence bearing on the POW/MIA issue, other elements of the Community were not formally involved in the certification process. Therefore, please direct your inquiry to [redacted] (b)(6) of DPMO at [redacted] (b)(6)

Sincerely,

[redacted]

John H. Moseman
Director of Congressional Affairs

(b)(3)(c)

B-103A

Viewing an archived action from [redacted]

C

Action

25 MARCH 1997 SSCI QUICK COM RE: VIETNAM

Dcoument Number **OCA-017164-CNV**

Date Received **03/25/1997**

Task Instructions:

no value

Recipients

- MFR

Request Documents: [redacted]

Additional Document Metadata

OPI	[redacted]
Secondary OPI	
From	
Other Document Number	
Comments	
File Code	
Media Type	
Codewords	
Attachments	
Keywords	
Copies	

(b)(3)(c)

C

Viewing an archived action from [redacted]

[redacted]

C05999009

~~SECRET~~

(b)(1)
(b)(3)(c)
(b)(3)(n)

From the Desk of [redacted]

(b)(3)(c)

NOTE FOR: Richard Bush @ DCI [redacted]

(b)(3)(c)

FROM: [redacted]

DATE: 03/25/97 09:19:17 AM

SUBJECT: SSCI Request Re Viet Cooperation on POW/MIAs

(b)(3)(c)
(b)(1)

We've received a FAX from SSCI staffer Pete Dorn noting that on 29 May 96 and 3 Dec 96 the President certified that the Vietnamese are "'cooperating in full faith' on the POW/MIA issue, to include accelerating efforts to provide POW/MIA related documents." Dorn asks that we give the SSCI a copy of the Intelligence Community's assessment that formed the basis for the 1996 presidential certifications.

(b)(3)(c)
(b)(6)

Richard: While I understand that the POW/MIA issue is largely a DoD responsibility, I'm turning to you because of your NIC work on this issue. Pls let me know who might have generated the IC assessment to which Dorn refers, and how we can go about helping him get a copy. (Note: Dorn tends to simply send any intel-related questions to the CIA with the idea that we'll take the lead for him and do whatever coordination and scrambling are necessary, thus saving him the trouble of dealing with community agencies directly.)

(b)(3)(c)

This request may well be related to the confirmation of Amb Pete Peterson.

DI/DO: Unless NIO [redacted] is unable to help, this msg is just fyi to you.

CC: John Moseman @ DCI [redacted]

(b)(3)(c)

[redacted]

[redacted]

(b)(3)(c)

[redacted]

(b)(3)(c)

~~SECRET~~

C05999009

(b)(1)
(b)(3)(c)
(b)(3)(n)

SECRET

NOTE FOR: [redacted] (b)(3)(c)

(b)(3)(c)

FROM: [redacted]
DATE: 03/25/97 09:31:31 AM
SUBJECT: PETE DORN REQUEST (b)(3)(c)

Rick --

As we discussed, Pete Dorn called this morning looking for some answers to his request for the DCI's assessment of the 1996 POW/MIA presidential certification that Vietnam was "cooperating in full faith." He implied that if the SSCI doesn't get answers soon on this issue, Ambassador-designate Pete Petersen's confirmation package would be delayed. When told you were working the issue, he asked if you knew that he was looking for a status report "in the next few days." Told him I would pass it along.

(b)(3)(c) [redacted]

In the same phone call, Pete asked for an assessment of the intel value of the places listed in a separate fax dealing with two CODELs [redacted] is planning on taking this summer. (Fax is in the ORMS file.) Which places would be the most worthwhile for the Senator to visit from an intel perspective? Which places might he consider dropping? Adding? What does CIA recommend? He is looking for an answer later this week, or early next. Good opportunity to help shape this fact-finding CODEL at the start. (I've provided [redacted] a copy of the fax in case DI wants to weigh-in as well.)

(b)(3)(c)

(b)(3)(c) [redacted]

CC: [redacted]

(b)(3)(c)

SECRET

WTC/Memorandum for the Record

KEY: C/97-05438

EVENT: QUICK COM **DATE:** 03/25/97 **TIME:** 1030 **STATUS:** COMPLETE
PLACE: [redacted] (b)(3)(c)
FOR: SSCI
SUBJ: VIETNAM

(PARTICIPANTS)

ASSOC	NAME	ROLE
STAFF	DORN, PETER ROBERT (SSCI)	
CIA	[redacted] (b)(3)(c)	BRFR

(EXECUTIVE SUMMARY)

(U) On 21 Mar 97 SSCI staffer Dorn faxed OCA a request for the "intelligence assessment" on which the President had based his certifications on 29 May 1996 and 3 December 1996 that Vietnam is "cooperating in full faith" on the POW/MIA issue. For background on the POW/MIA issue, see OCA C/96-06565 and C/96-06632 of 20 November 1996. After consultation with NIO/EA [redacted] who told me that State/NSC/DoD had handled this matter without CIA involvement, OCA informed Dorn that the CIA had no role in the certification process, and referred him to the DoD DPMO (Defense POW/MIA Office). [redacted] [redacted] Dorn was reluctant to accept this information telephonicly, and was told that a written response would require a formal written letter from the Committee.

(b)(3)(c) (b)(6) (b)(6)

(ADDITIONAL INFORMATION)

(U) No further text.

[redacted] (b)(3)(c)

CIA Liaison Group
Office of Congressional Affairs

Attachment

DCI/OCA/LG/[redacted] (b)(3)(c) dms/39940 (30 Apr 97)

[redacted] (b)(3)(c)

(FOLLOW-UP ACTION ITEMS)

There were no Action Items on file for this event.

[redacted] (b)(3)(c)

C05998011
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(3)(c)
(b)(3)(c)

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Action

REQUEST FOR THE DCI TO ATTEND A 1 OCTOBER 1996 CLOSED HEARING TO DISCUSS INTERAGENCY EFFORTS TO ACCOUNT FOR AMERICAN SERVICE PERSONNEL AND INTELLIGENCE OPERATIVES WHO REMAIN MISSING IN ACTION FROM THE KOREAN AND VIETNAM WARS

Dcoument Number: OCA-014110-CNV

Date Received: 09/25/1996

Task Instructions:

no value

Request Documents:

Recipients

- DCI DEUTCH

Additional Document Metadata

OPI	
Secondary OPI	
From	
Other Document Number	
Comments	
File Code	
Media Type	
Codewords	
Attachments	
Keywords	
Copies	

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Viewing an archived action from

C05999011

OCA 96-0390

BOB STUMP, ARIZONA
DUNCAN HUNTER, CALIFORNIA
JOHN R. KASICH, OHIO
HERBERT H. BATEMAN, VIRGINIA
JAMES V. HANSEN, UTAH
CURT WELDON, PENNSYLVANIA
ROBERT K. DORNAN, CALIFORNIA
JOEL HEFLEY, COLORADO
JIM SAXTON, NEW JERSEY
RANDY "DUKE" CUNNINGHAM, CALIFORNIA
STEVE BUYER, INDIANA
PETER G. TORKILDSEN, MASSACHUSETTS
TILLIE K. FOWLER, FLORIDA
JOHN M. McHUGH, NEW YORK
JAMES TALENT, MISSOURI
TERRY EVERETT, ALABAMA
ROSCOE G. BARTLETT, MARYLAND
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WALTER B. JONES, JR., NORTH CAROLINA
JAMES B. LONGLEY, JR., MAINE
TODD TIAHRT, KANSAS
RICHARD "DOC" HASTINGS, WASHINGTON

COMMITTEE ON NATIONAL SECURITY

U.S. House of Representatives
Washington, DC 20515–6035
ONE HUNDRED FOURTH CONGRESS
FLOYD D. SPENCE, SOUTH CAROLINA, CHAIRMAN

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ANDREW K. ELLIS, STAFF DIRECTOR

September 25, 1996

Mr. John Deutch
Director of Central Intelligence
The Central Intelligence Agency
Washington, D.C. 20505

Dear Mr. Deutch:

As the Chairman of both the Subcommittee on Military Personnel of the House National Security Committee and the Subcommittee on Tactical and Technical Intelligence of the House Permanent Select Committee on Intelligence (HPSCI), I request your attendance at a closed meeting in Room H-405 of the Capitol (HPSCI hearing room) at 10:00 a.m. on Tuesday, October 1, 1996 to discuss interagency efforts to account for American service personnel and intelligence operatives who remain missing in action from the Korean and Vietnam Wars.

As you know, recent public hearings that I have conducted on POW/MIAs from the Korean War and their possible transfer to the Soviet Union have generated considerable media coverage. It is essential that all U.S. Government agencies coordinate efforts to resolve the fates of our missing heroes. I have learned that interagency rivalry has led to the derailment of recent efforts by Defense Department investigators to obtain important information. For example, an initiative to interview sources in Europe was allegedly sabotaged by a Russian defector working for your agency and a former Central Intelligence Agency (CIA) employee currently working at the Defense POW/MIA Office. I have also learned that important documents have been suppressed or remain inappropriately classified. This closed meeting will be an opportunity to candidly address the concerns of Congress regarding these issues and to expedite the accountability process.

If you cannot attend the meeting, I request that you please send a senior deputy to represent your interests. In addition, because I believe that the current coordination problems can best be overcome by sharing information between agencies in a session involving personnel from several levels of management, I would also request the attendance of the following people: Mr. Frederick P. Hitz, the Inspector General of the CIA; and CIA NROC

12-2015

C05999012
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(3)(c)

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(b)(3)(c)

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Action

RESPONSE TO REP. DORNAN WHO REQUESTED INFORMATION REGARDING LT.COL ROBERT WALLACE BROWNLEE WHO WAS REPORTED MIA IN VIETNAM ON 25 APRIL 1972

Dcoument Number: **OCA-014566-CNV**

Date Received: **09/05/1996**

Task Instructions:

no value

Recipients

- REP DORNAN

Request Documents:

Additional Document Metadata

OPI		
Secondary OPI		
From		
Other Document Number		
Comments		
File Code		
Media Type		
Codewords		
Attachments		
Keywords		
Copies		

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3/11/2013

C05999012

OCA Records

Ref: ER 96-5441

Central Intelligence Agency

Washington, D.C. 20505

OCA 96-1659
5 September 1996

The Honorable Robert K. Dornan
House of Representatives
Washington, D.C. 20515

Dear Mr. Dornan:

This is in response to your August 12, 1996 letter addressed to the Director of Central Intelligence requesting all information collected by this Agency or in possession of this Agency regarding Lieutenant Colonel Robert Wallace Brownlee, Refno 1834, who was reported missing in action in Vietnam on April 25, 1972.

Based on the information you provided, a review of Agency files was conducted. This review did not produce any records responsive to your request.

If I can be of further assistance, please let me know.

Sincerely,

[redacted]

John H. Moseman
Director of Congressional Affairs

DCI/OCA/CLG/[redacted]:dms[redacted] (28 Aug 96)
OCA 96-1659 (FN:wdata/house/herb828.doc)

[redacted]

OCA - CONGR
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B-103F
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C05999013

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(b)(3)(c)

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Action

(OCA 01-01206) CLARIFICATION OF 3 JULY 2001 DCI LETTER REGARDING ESTABLISHING A POW/MIA ANALYTIC CAPABILITY

Dcoument Number: OCA-01206-01

Date Received: 07/20/2001

Task Instructions:

no value

Recipients

- MULTIPLE

Request Documents: AARGAJXT.TIF

Additional Document Metadata

OPI	oca_cdocs_lib
Secondary OPI	no value
From	STAN MOSKOWITZ
Other Document Number	
Comments	
File Code	PO-APPRO 07120 [2001]
Media Type	PP
Codewords	
Attachments	
Keywords	3 JULY 2001 ANALYTIC CAPABILITY GOSS GRAHAM INOUYE LEWIS MIA MOSKOWITZ PELOSI POW POW/MIA SHELBY TENET
Copies	

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C05999013

OCA 01-01206

OCA 01-2192

OCA/LG/JDempsey: la [redacted] (17 July 2001)
OCA 2001-2192 (F: DCI/OCA/Liaison/Jack/POW&MP 17 Jul 01.doc)

Distribution:

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PO APPRO 07120

C05999013

Central Intelligence Agency

Washington, D.C. 20505

OCA 2001-2192
20 July 2001

The Honorable Porter Goss
Chairman
Permanent Select Committee
on Intelligence
House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

This letter clarifies a 3 July 2001 letter to you signed by the Director of Central Intelligence (DCI) dealing with the establishment of an analytic capability within the Intelligence Community (IC) with responsibility for supporting activities related to prisoners of war and missing persons since 1990.

In his 3 July letter the DCI wrote that his letter was " in response to a Congressionally Directed Action from the Senate Select Committee on Intelligence Report for Fiscal Year 2001." By way of clarification, the requirement that the DCI establish such an analytical capability was enacted into law as § 307 of the FY2001 Intelligence Authorization Act (Public Law 106-567). Accordingly, it was the Public Law that mandated the DCI's action in this matter.

If you have any questions in this area, please do not hesitate to contact me directly, or Jack Dempsey of my staff at (703) 482-8794.

Sincerely,

Stanley M. Moskowitz
Director of Congressional Affairs

Enclosure

C05999013

Central Intelligence Agency

Washington, D.C. 20505

OCA 2001-2192/2
20 July 2001

The Honorable Bob Graham
Chairman
Select Committee on Intelligence
United States Senate
Washington, D.C. 20510

Dear Mr. Chairman:

This letter clarifies a 3 July 2001 letter to you signed by the Director of Central Intelligence (DCI) dealing with the establishment of an analytic capability within the Intelligence Community (IC) with responsibility for supporting activities related to prisoners of war and missing persons since 1990.

In his 3 July letter the DCI wrote that his letter was " in response to a Congressionally Directed Action from the Senate Select Committee on Intelligence Report for Fiscal Year 2001." By way of clarification, the requirement that the DCI establish such an analytical capability was enacted into law as § 307 of the FY2001 Intelligence Authorization Act (Public Law 106-567). Accordingly, it was the Public Law that mandated the DCI's action in this matter.

If you have any questions in this area, please do not hesitate to contact me directly, or Jack Dempsey of my staff at (703) 482-8794.

Sincerely,

Stanley M. Moskowitz
Director of Congressional Affairs

Enclosure

C05999013

Central Intelligence Agency

Washington, D.C. 20505

OCA 2001-2192/3
20 July 2001

The Honorable Richard C. Shelby
Vice Chairman
Select Committee on Intelligence
United States Senate
Washington, D.C. 20510

Dear Mr. Vice Chairman:

This letter clarifies a 3 July 2001 letter to you signed by the Director of Central Intelligence (DCI) dealing with the establishment of an analytic capability within the Intelligence Community (IC) with responsibility for supporting activities related to prisoners of war and missing persons since 1990.

In his 3 July letter the DCI wrote that his letter was " in response to a Congressionally Directed Action from the Senate Select Committee on Intelligence Report for Fiscal Year 2001." By way of clarification, the requirement that the DCI establish such an analytical capability was enacted into law as § 307 of the FY2001 Intelligence Authorization Act (Public Law 106-567). Accordingly, it was the Public Law that mandated the DCI's action in this matter.

If you have any questions in this area, please do not hesitate to contact me directly, or Jack Dempsey of my staff at (703) 482-8794.

Sincerely,

Stanley M. Moskowitz
Director of Congressional Affairs

Enclosure

C05999013

Central Intelligence Agency

Washington, D.C. 20505

OCA 2001-2192/4
20 July 2001

The Honorable Jerry Lewis
Chairman
Subcommittee on Defense
Committee on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

This letter clarifies a 3 July 2001 letter to you signed by the Director of Central Intelligence (DCI) dealing with the establishment of an analytic capability within the Intelligence Community (IC) with responsibility for supporting activities related to prisoners of war and missing persons since 1990.

In his 3 July letter the DCI wrote that his letter was " in response to a Congressionally Directed Action from the Senate Select Committee on Intelligence Report for Fiscal Year 2001." By way of clarification, the requirement that the DCI establish such an analytical capability was enacted into law as § 307 of the FY2001 Intelligence Authorization Act (Public Law 106-567). Accordingly, it was the Public Law that mandated the DCI's action in this matter.

If you have any questions in this area, please do not hesitate to contact me directly, or Jack Dempsey of my staff at (703) 482-8794.

Sincerely,

Stanley M. Moskowitz
Director of Congressional Affairs

Enclosure

C05999013

Central Intelligence Agency

Washington, D.C. 20505

OCA 2001-2192/5
20 July 2001

The Honorable Daniel K. Inouye
Chairman
Subcommittee on Defense
Committee on Appropriations
United States Senate
Washington, D.C. 20510

Dear Mr. Chairman:

This letter clarifies a 3 July 2001 letter to you signed by the Director of Central Intelligence (DCI) dealing with the establishment of an analytic capability within the Intelligence Community (IC) with responsibility for supporting activities related to prisoners of war and missing persons since 1990.

In his 3 July letter the DCI wrote that his letter was " in response to a Congressionally Directed Action from the Senate Select Committee on Intelligence Report for Fiscal Year 2001." By way of clarification, the requirement that the DCI establish such an analytical capability was enacted into law as § 307 of the FY2001 Intelligence Authorization Act (Public Law 106-567). Accordingly, it was the Public Law that mandated the DCI's action in this matter.

If you have any questions in this area, please do not hesitate to contact me directly, or Jack Dempsey of my staff at (703) 482-8794.

Sincerely,

Stanley M. Moskowitz
Director of Congressional Affairs

Enclosure

C05999013

(b) CLERICAL AMENDMENT.—The table of contents for the National Security Act of 1947 is amended by inserting after the item relating to section 115 the following new item:

"Sec. 116. Travel on any common carrier for certain intelligence collection personnel.".

SEC. 306. UPDATE OF REPORT ON EFFECTS OF FOREIGN ESPIONAGE ON UNITED STATES TRADE SECRETS.

Not later than 270 days after the date of the enactment of this Act, the Director of Central Intelligence shall submit to Congress a report that updates and revises, as necessary, the report prepared by the Director pursuant to section 310 of the Intelligence Authorization Act for Fiscal Year 2000 (Public Law 106–120; 113 Stat. 1606). Deadline.

SEC. 307. POW/MIA ANALYTIC CAPABILITY WITHIN THE INTELLIGENCE COMMUNITY.

(a) IN GENERAL.—Title I of the National Security Act of 1947 (50 U.S.C. 402 et seq.), as amended by section 305(a), is further amended by adding at the end the following:

"POW/MIA ANALYTIC CAPABILITY

"SEC. 117. (a) REQUIREMENT.—(1) The Director of Central Intelligence shall, in consultation with the Secretary of Defense, establish and maintain in the intelligence community an analytic capability with responsibility for intelligence in support of the activities of the United States relating to individuals who, after December 31, 1990, are unaccounted for United States personnel. Establishment. 50 USC 404*l*.

"(2) The analytic capability maintained under paragraph (1) shall be known as the 'POW/MIA analytic capability of the intelligence community'.

"(b) UNACCOUNTED FOR UNITED STATES PERSONNEL.—In this section, the term 'unaccounted for United States personnel' means the following:

"(1) Any missing person (as that term is defined in section 1513(1) of title 10, United States Code).

"(2) Any United States national who was killed while engaged in activities on behalf of the United States and whose remains have not been repatriated to the United States.".

(b) CLERICAL AMENDMENT.—The table of contents for the National Security Act of 1947, as amended by section 305(b), is further amended by inserting after the item relating to section 116 the following new item:

"Sec. 117. POW/MIA analytic capability.".

SEC. 308. APPLICABILITY TO LAWFUL UNITED STATES INTELLIGENCE ACTIVITIES OF FEDERAL LAWS IMPLEMENTING INTERNATIONAL TREATIES AND AGREEMENTS.

(a) IN GENERAL.—The National Security Act of 1947 (50 U.S.C. 401 et seq.) is amended by adding at the end the following new title:

C05999013

Public Law 106–567
106th Congress

An Act

To authorize appropriations for fiscal year 2001 for intelligence and intelligence-related activities of the United States Government, the Community Management Account, and the Central Intelligence Agency Retirement and Disability System, and for other purposes.

Dec. 27, 2000
[H.R. 5630]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

Intelligence Authorization Act for Fiscal Year 2001.

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the "Intelligence Authorization Act for Fiscal Year 2001".

(b) TABLE OF CONTENTS.—The table of contents of this Act is as follows:

Sec. 1. Short title; table of contents.

TITLE I—INTELLIGENCE ACTIVITIES

Sec. 101. Authorization of appropriations.
Sec. 102. Classified schedule of authorizations.
Sec. 103. Personnel ceiling adjustments.
Sec. 104. Community management account.
Sec. 105. Transfer authority of the Director of Central Intelligence.

TITLE II—CENTRAL INTELLIGENCE AGENCY RETIREMENT AND DISABILITY SYSTEM

Sec. 201. Authorization of appropriations.

TITLE III—GENERAL PROVISIONS

Subtitle A—Intelligence Community

Sec. 301. Increase in employee compensation and benefits authorized by law.
Sec. 302. Restriction on conduct of intelligence activities.
Sec. 303. Sense of the Congress on intelligence community contracting.
Sec. 304. National Security Agency voluntary separation.
Sec. 305. Authorization for travel on any common carrier for certain intelligence collection personnel.
Sec. 306. Update of report on effects of foreign espionage on United States trade secrets.
Sec. 307. POW/MIA analytic capability within the intelligence community.
Sec. 308. Applicability to lawful United States intelligence activities of Federal laws implementing international treaties and agreements.
Sec. 309. Limitation on handling, retention, and storage of certain classified materials by the Department of State.
Sec. 310. Designation of Daniel Patrick Moynihan Place.

Subtitle B—Diplomatic Telecommunications Service Program Office (DTS-PO)

Sec. 321. Reorganization of Diplomatic Telecommunications Service Program Office.
Sec. 322. Personnel.
Sec. 323. Diplomatic Telecommunications Service Oversight Board.
Sec. 324. General provisions.

TITLE IV—CENTRAL INTELLIGENCE AGENCY

Sec. 401. Modifications to Central Intelligence Agency's central services program.

C05999014
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(b)(3)(c)

Director of Central Intelligence
Washington, D.C. 20505

3 July 2001

MEMORANDUM FOR: Executive Director, Central Intelligence Agency
Director, Defense Intelligence Agency
Director, National Security Agency
Director, National Imagery and Mapping Agency

SUBJECT: Designation of Intelligence Community Leads for POW/MIA Analysis

In response to a request from the Senate Select Committee on Intelligence to establish and maintain an analytic capability within the Intelligence Community (IC) with responsibility for supporting activities related to prisoners of war and missing persons since 1990, I am taking the following actions:

- I assign primary responsibility for maintaining the IC Prisoners of War/Missing in Action (POW/MIA) analytic capability to the Director, Defense Intelligence Agency (DIA). DIA will establish a small permanent core element charged with ensuring that DIA and the IC at large develop and maintain current collection priorities, develop applicable doctrine, focus appropriate analytic resources, and prepare to surge as necessary to ensure timely and effective support to ongoing and future POW/MIA personnel recovery cases.

- I direct the National Security Agency, the National Imagery and Mapping Agency, and the Central Intelligence Agency each to designate a senior Point of Contact who shall be responsible for ensuring all appropriate support to Department of Defense and DIA efforts with regard to POW/MIA analysis.

George J. Tenet

C05999014

SUBJECT: Designation of Intelligence Community Leads for POW/MIA Analysis

ORIG: ADCI/AP [redacted] mjt (21May01 - AP 013/01)

[redacted]

C05999016

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(b)(3)(c)

UNCLASSIFIED

US Classification//Non US//SCI//Codeword//FGI//Dissem Controls//Non-Intell//Declass (as appropriate)

EXECUTIVE CORRESPONDENCE ROUTING SHEET

1. Origination Office			2. Date
ADCI/AP			06/19/2001
3. FROM:	Name DDCI/	Room No. and Building	Phone

4. Subject

Final Coordination: CDA 2-11-2001: POW/MIA Analysis

5. Originating Office Control #	5a. Response to DAC # *(Originating Office to Complete)*	5b. DAC Control # *(DAC Use Only)*
		DAC-03004-01

6. Justification / Summary *(Required for Immediate and Priority Actions)*

☐ Routine ☐ Priority ☒ Immediate

Requesting DCI Signature.

7. Coordination

The attached memorandum has been coordinated with DIA, NSA, NIMA, CIA/DI.

NOTE: All correspondence sent to DCI, must be sent via ExDir and DDCI

DATE IN	ROUTE TO	ACTION *(Check a Box)*	NONCONCUR REASON	DATE OUT
JUN 21 2001	TITLE DAC SIGNATURE	☐ SIGNATURE ☐ CONCUR ☑ FYI		JUN 21 2001
JUN 21 (1)	TITLE DDCI SIG	☐ SIGNATURE ☑ CONCUR ☐ FYI		6/22/01
JUN 26 2001 JUL 02 2001 (3)	TITLE DCI SIGN	☑ SIGNATURE ☐ CONCUR ☐ FYI		7301
	TITLE ADCI/AP SIGNATURE	☐ SIGNATURE ☐ CONCUR ☐ FYI		
JUN 28 2001 (2)	TITLE ADCI/MS SIGNATURE	☐ SIGNATURE ☐ CONCUR ☐ FYI	DCI ACTION CENTER	JUL 2 2001
	TITLE SIGNATURE	☐ SIGNATURE ☐ CONCUR ☐ FYI		
	TITLE SIGNATURE	☐ SIGNATURE ☐ CONCUR ☐ FYI	PO-APPRO-07120-P-01	

FORM [illegible] UNCLASSIFIED CL BY: _____

C05999016

TO : D/OCA via [redacted]		CONTROL # OCA 2001-2192	DATE OF REQUEST 17 July 01
FROM: DCI/OCA/ [redacted]			SUSPENSE DATE

SUBJECT:

Letter to The Honorables Peter Goss, Nancy Pelosi, Bob Graham, Richard Shelby, Daniel Inouye, and Jerry Lewis re: POWs and MIAs since 1990

NOTES

FYI, this was the [redacted] requested solution to the DCI's letter saying he was answering a C)A

COORDINATED WITH (list names as well as offices)		
NAME [redacted]	OFFICE O/LEG/OCA	DATE
NAME	OFFICE	DATE
NAME	OFFICE	DATE
NAME	OFFICE	DATE

ACTION REQUIRED BY D/OCA

For your Review and Signature

FORM 2-88 4118 OBSOLETE PREVIOUS EDITION

C05999016

Deputy Director of Central Intelligence
For Community Management
Washington, D.C. 20505

19 June 2001

MEMORANDUM FOR: Director of Central Intelligence

SUBJECT: CDA 2-11-2001: POW/MIA Analysis

Background: The attached memorandum to the Defense Intelligence Agency (DIA), the National Security Agency (NSA), the National Imagery and Mapping Agency (NIMA), and the Executive Director of the Central Intelligence Agency responds to actions requested by the Senate Select Committee on Intelligence (SSCI) Report to establish and maintain an analytic capability within the Intelligence Community (IC) for supporting activities related to prisoners of war (POW) and persons missing in action (MIA). This draft memo has been pre-coordinated with the above-named agencies.

Issues: The SSCI is interested in having designated points of contact within the IC for handling POW/MIA analytic issues. Director, DIA, has agreed to establish a small permanent core element charged with directing DIA and IC efforts in this area, with the support of designated points of contact within NSA, NIMA, and CIA. DIA will work with other interested non-IC players to ensure appropriate coordination of support.

Recommendation: That the DCI sign the attached memorandum to DIA, NSA, NIMA, and CIA on the Designation of Intelligence Community Leads for POW/MIA Analysis and the attached letters to the leadership of the Congressional committees with intelligence oversight responsibilities.

Attachments

C05999016

UNCLASSIFIED

CDA Document

CMS Internal Tracking Number: 2-11-2001

Lead: ADCI/AP

Title: POW/MIA ANALYSIS
Number: 2-11-2001
Other Date Info: TBD
Tasking Document: SSCI Report
Page(s); Section: 36
CMS Coordinating Component(s): RMO
DDCI/CM Monitor - Component: RMO
DDCI/CM Monitor - POC:
REQUIRED ACTION: The Director of Central Intelligence is asked to designate a small number of analysts to be responsible for current POW/MIA issues with the capability to handle any surge requirements.

Actual Language

Section 304 directs the Director of Central Intelligence to establish and maintain an analytic capability within the Intelligence Community with responsibility for supporting activities related to prisoners of war and missing persons since 1990. Currently, no standing **analytic capability exists.** This analytical shortfall was highlighted by the case of Navy Lt. Commander Michael Speicher who was shot down over Iraq on January 17, 1991, during the Persian Gulf War. Section 943 of the National Defense Authorization Act for Fiscal Year 1998 (Public Law 105-85; 111 Stat. 1866; 10 U.S.C. 1501 note) requires the Director of Central Intelligence to provide intelligence analysis on matters concerning prisoners of war and missing persons to all departments and agencies of the Federal Government involved in such matters.

The Committee notes that Commander Speicher's fate remains unknown. The Navy declared Commander Speicher "killed in action" in May 1991. Federal regulations state that a finding of presumptive death is made when a survey of all available sources of information indicates, beyond doubt, that the presumption of continuance of life has been overcome. Information available to Congress does not necessarily support this conclusion.

The Committee has reviewed the support of the Intelligence Community for the decision of the United States Government to characterize Commander Speicher's status as "killed in action." The review was based upon a September 1998 report by the Director of Central Intelligence and additional information on the chronology of the disappearance of Commander Speicher. The Committee concluded that it is critical that an intelligence organization be specifically assigned responsibility for analysis of all-source information on POW/MIA matters, including information derived from sensitive intelligence sources and methods, such as the information collected with respect to Commander Speicher.

The case of Commander Speicher demonstrates that valid questions about POW/MIAs remain today, and that rigorous and timely analytic assessments and accountability are essential to resolving such questions. A POW/MIA analytic capability in the Intelligence Community is required. The Committee understands the sporadic nature of the requirement for this analytic capability and directs the DCI to designate a small number of analysts with responsibility for current POW/MIA issues and with the capability to surge their effort should the need arise.

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Action

Provision of Requested POW/MIA Document Titles Acquired After 1993 to Senator Shelby, Chairman of the SSCI

Dcoument Number **DAC-05584-00**

Date Received **10/31/2000**

Task Instructions:

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Request Documents: [ ]

Recipients

- Moseman-D/OCA

(b)(3)(c)

Additional Document Metadata

OPI	
Secondary OPI	
From	
Other Document Number	
Comments	
File Code	
Media Type	
Codewords	
Attachments	
Keywords	
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[ ] 3/11/2013

C05999020

(b)(3)(c)

SECRET

US Classification//Non US//SCI//Codeword//FGI//Dissem Controls//Non-Intell//Declass (as appropriate)

EXECUTIVE CORRESPONDENCE ROUTING SHEET

1. Origination Office		2. Date
DO/EA (b)(3)(c)	(b)(3)(c)	10/30/2000

3. FROM:	Name	Room No. and Building	Phone
			(b)(3)(c)

4. Subject: Provision of Requested POW/MIA Document Titles Acquired after 1993 to Senator Shelby, Chairman of the SSCI

5. Originating Office Control #	5a. Response to DAC # *(Originating Office to Complete)*	5b. DAC Control # *(DAC Use Only)*
DO/EA-00-0267.		DAC-05584-00

6. Justification / Summary *(Required for Immediate and Priority Actions)*

☒ Routine ☐ Priority ☐ Immediate

7. Coordination

(b)(3)(c)

NOTE: All correspondence sent to DCI, must be sent via ExDir and DDCI

DATE IN	ROUTE TO	ACTION *(Check a Box)*	NONCONCUR REASON	DATE OUT
10/27/2000	TITLE: DDO SIGNATURE	☐ SIGNATURE ☐ CONCUR ☑ FYI		
DEC 15 2000	TITLE: DAC SIGNATURE	☐ SIGNATURE ☐ CONCUR ☑ FYI	—	DEC 15 2000
	TITLE: DDCI SIGNATURE	☐ SIGNATURE ☐ CONCUR ☑ FYI		
	TITLE: DCI SIGNATURE	☐ SIGNATURE ☐ CONCUR ☐ FYI		
	TITLE SIGNATURE	☐ SIGNATURE ☐ CONCUR ☐ FYI		
	TITLE SIGNATURE	☐ SIGNATURE ☐ CONCUR ☐ FYI	DCI ACTION CENTER	
	TITLE SIGNATURE	☐ SIGNATURE ☐ CONCUR ☐ FYI		(b)(3)(c)

FORM 04-00 4468

SECRET

CL BY:
CL REASON:
DECL ON:
DRV FROM:

C05999020

~~SECRET~~

DO/EA 267-00
OCT 31 2000

MEMORANDM FOR: Director of Congressional Affairs

VIA: Deputy Director for Operations

FROM: (b)(3)(c) [redacted]
Chief, East Asia Division

SUBJECT: Provision of Requested POW/MIA Document Titles Acquired After 1993 to Senator Shelby, Chairman of the SSCI

REFERENCES: A. Letter From SSCI Chairman Shelby to DCI Tenet, dated 24 July 2000
B. Letter From Senator Bob Smith to SSCI Chairman Shelby as an Attachment to Ref A, dated 10 June 1999
C. Draft List of 18 Questions Faxed to CIA by Office of Senate Security and Attached to Ref A, dated 2 August 2000
D. EA-215, Provision of Requested POW/MIA Information, to Senator Shelby, Chairman of the SSCI
E. EA-232, Provision of Requested Denied POW/MIA Document Titles to Senator Shelby, Chairman of the SSCI

1. **Action Requested:** ~~(S)~~ Provide the attached listing of document titles to Senate Select Committee on Intelligence Members, Senator Bob Smith and appropriately cleared members of Senator Smith's staff. This request satisfies Ref C, due August 30, 2000.

2. **Background:** ~~(S)~~ References A-E represent a series of requests that SSCI Chairman Shelby has made, in conjunction with Senator Bob Smith, for Agency and Intelligence Community documents and information concerning POW/MIA's. The attached document is the continuation of Ref C request, which are document titles on published intelligence acquired by this Agency after 1993 on POW/MIAs in Vietnam. Within the Agency, it was agreed that East Asia Division (EA) would provide the titles of the POW/MIA

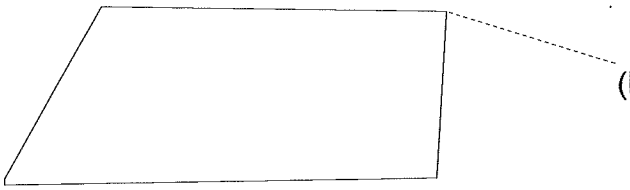
[redacted] (b)(3)(c)

~~SECRET~~

~~SECRET~~

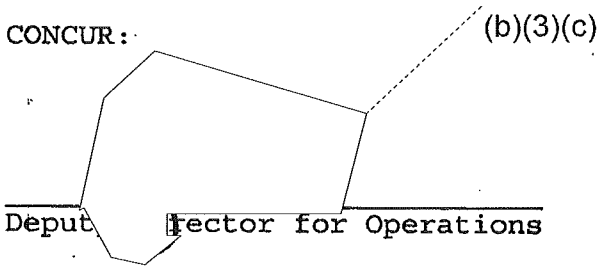
Subject: ~~(S)~~ Provision of Requested POW/MIA Document Titles Acquired After 1993 to Senator Shelby, Chairman of the SSCI

documents acquired after 1993. A search of the Agency's records indicates that there are three additional documents that fit the Ref C request. The titles of these documents are attached along with the date of acquisition, date of dissemination, classification, caveat and disposition. The three additional documents are in review for release.



Attachment:
As stated in paragraph 2

CONCUR:



Deputy Director for Operations

Date

~~SECRET~~

SUBJECT: Provision of Requested POW/MIA Document Titles Acquired After 1993 to Senator Shelby, Chairman of the SSCI

[redacted] (b)(3)(c)

C05999020

SECRET

1. Document Title: [redacted] (b)(1) (b)(3)(c) (b)(3)(n)
Document Number:
Dissemination Date: 19 October 1994
Date of Acquisition: 21 September 1994
Classification: Secret
Caveat: ~~WNINTEL~~ ~~NOFORN~~ [redacted] (b)(3)(c)
Disposition of Document: To Be Determined

2. Document Title: Reaction of Vietnamese Officials to Recent Release of Soviet POW/MIA Documents
Document Number: [redacted] (b)(3)(c)
Dissemination Date: 25 September 1993
Date of Acquisition: 16 September 1993
Classification: Secret
Caveat: ~~WNINTEL~~ ~~NOFORN~~ [redacted] (b)(3)(c)
Disposition of Document: To Be Determined

3. Document Title: [redacted] Instructions Regarding MIA Information (b)(1)
Document Number: [redacted] (b)(3)(c)
Dissemination Date: 4 June 1993
Date of Acquisition: Early June 1993
Classification: Secret
Caveat: ~~WNINTEL~~ ~~NOFORN~~ [redacted] (b)(3)(c)
Disposition of Document: To Be Determined

SECRET

C05999024

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(3)(c)

(b)(3)(c)

BOB SMITH
NEW HAMPSHIRE

opinion@smith.senate.gov
http://www.senate.gov/~smith/

COMMITTEE ON ARMED SERVICES
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
COMMITTEE ON THE JUDICIARY
CHAIRMAN, SELECT COMMITTEE ON ETHICS

United States Senate

WASHINGTON, DC 20510-2903

June 10, 1999

The Honorable Richard Shelby
Chairman
Select Committee on Intelligence
United States Senate
Washington, D.C. 20510

Dear Richard:

Pursuant to Section 405 of Public Law 102-88 (FY91 Intelligence Authorization Act), I respectfully ask that your Committee request the following information or documents in the possession, custody, or control of the agencies or departments referenced below. This data relates to the issue of U.S. POW/MIA personnel or the remains of such personnel.

[redacted] Oct 96
From CIA to DoD POW/MIA Office
Subject: Vietnam - POW Information
Classification level: "SECRET"

[redacted] Nov 96
From CIA to DoD POW/MIA Office
Ref: [redacted] Oct. 96 message from CIA to DPMO
Classification level: "SECRET"

26 August 1998
CIA DO Memorandum, Intelligence
[redacted]
Classification level: "TOP SECRET"

[redacted] May 99
From American Embassy Hanoi [redacted] to SECSTATE
Subject: Remains Study Comments
Cable # [redacted]
Classification level: "UNCLASSIFIED, but sensitive, handle accordingly"

The first three reports referenced above were the subject of a request to the Secretary of Defense and Director of Central Intelligence by myself and the Chairman of the Senate Armed Services Committee, Senator Warner, on January 26, 1999. I received a subsequent briefing on this matter by the Central Intelligence Agency on March 5, 1999, but would nonetheless like these documents furnished to the Senate, in accordance with Public Law 102-88, for more detailed review. These reports pertain to matters I am attempting to investigate further as the Senate Leadership-appointed representative to the U.S.-Russia Joint Commission on POWs and MIAs, and the U.S. Chairman of that Commission's Vietnam War Working Group.

DIRKSEN BUILDING
SUITE 307
WASHINGTON, DC 20510-2903
(202) 224-2841
(202) 228-1353 (FAX)

1750 ELM STREET
SUITE 100
MANCHESTER, NH 03104
(603) 634-5000
(800) 922-2230

ONE HARBOUR PLACE
SUITE 435
PORTSMOUTH, NH 03801
(603) 433-1667
(800) 922-2230

It is my understanding that the last cable has a direct bearing on intelligence analysis and information pertaining to Vietnamese knowledge on POW/MIA matters, and may explicitly constitute an effort by the Executive Branch to prevent disclosure of certain information to Congress that could result in added support for legislation I recently introduced which the Administration opposes. This legislation (S.J. Res. 28) is now pending before the Senate and may be considered further in the next several weeks.

I thank you for your prompt attention to this request, and would appreciate your assistance with respect to these matters prior to the July 4th recess. My staff point of contact on this matter is Dino L. Carluccio on my personal staff who may be reached at 4-3828.

With warm regards,

Bob Smith

BOB SMITH, U.S.S.

cc: The Honorable Robert Kerrey, Vice-Chairman, SSCI
The Honorable John Warner, Chairman, SASC
The Honorable Trent Lott, Majority Leader

C05999026

~~TOP SECRET~~

DOEA-215

MEMORANDUM FOR: Director of Congressional Affairs

VIA: Deputy Director for Operations

FROM: [redacted] (b)(3)(c)
Chief East Asia Division

SUBJECT: Provision of Requested POW/MIA Information to Senator Shelby, Chairman of the SSCI

REFERENCES: A. Letter From SSCI Chairman Shelby to DCI Tenet, dated 24 July 2000
B. Letter From Senator Bob Smith to SSCI Chairman Shelby as an Attachment to Ref A, dated 10 June 1999
C. Draft List of 18 Questions Faxed to CIA by Office of Senate Security and Attached to Ref A, dated 2 August 2000
D. Congressionally Directed Action, Executive Order 12812 (unavailable to East Asia Division)

1. **Action Requested**: ~~(S)~~ Provide the documents listed in paragraph six below on a "read and return" basis to Senate Select Committee on Intelligence Members, Senator Bob Smith and appropriately cleared members of Senator Smith's staff.

2. **Background**: ~~(S)~~ Refs A-D represent a series of requests that SSCI Chairman Shelby has made, in conjunction with Senator Bob Smith, for Agency and Intelligence Community documents and information concerning POW/MIA's. Within the Agency, it was agreed that East Asia Division (EA) would respond to the following three items: 1) the request for Agency documents described in Ref C, items 2-7; 2) the request, based on Ref D, as expanded and refined by Ref C, item 16, for a listing of the Agency Vietnam conflict POW/MIA documents dated prior to 1993 which have not been declassified; and 3) the request for a listing of the Agency Vietnam conflict POW/MIA documents dated subsequent to 1993 which have not been declassified.

[redacted] (b)(3)(c)

~~TOP SECRET~~

SUBJECT: Provision of Requested POW/MIA Information to Senator Shelby, Chairman of the SSCI

3. (S) Concerning the first, the six responsive documents are described in more detail in paragraph 6 below and attached. Please provide them on a "read and return" basis to Senate Select Committee on Intelligence Members, Senator Bob Smith and appropriately cleared staff members of Senator Smith's staff.

4. (S) Concerning the second, EA has completed the listing in question. It is being provided separately to your office via the Directorate of Operations Information Review Officer.

5. (S) Concerning the third, EA has completed its search for the documents and is assembling the list. EA hopes to have this work completed by 1 October 2000.

6. (TS) The following documents are being provided to the paragraph 1 Congressional recipients in response to Ref C, questions 2-7:

- [redacted] Oct 96
  From CIA to DoD POW/MIA Office
  Subject: Vietnam - POW Information
  Classification: SECRET
  (Responds to question 2)

- [redacted] Nov 96
  From CIA to DoD POW/MIA Office
  Reference: [redacted] Oct 96 message from CIA to DPMO
  Classification: SECRET
  (Responds to question 3)

- 26 August 1998
  CIA DO Memorandum, Intelligence [redacted] (b)(3)(c)
  Classification: TOP SECRET
  (Responds to question 4)

- [redacted] Sep 76 [redacted] (b)(3)(c)
  [redacted] (b)(3)(c)
  Subject: Socialist Republic of Vietnam Decision to Withhold Further Names of American MIAs until after the United States Presidential Elections in November 1976
  (Responds to question 5)

C05999026

~~TOP SECRET~~

SUBJECT: Provision of Requested POW/MIA Information to Senator Shelby, Chairman of the SSCI

(b)(3)(c)

o [redacted]
Date of Report: April 19, 1973
Subject: [redacted]

(b)(1)
(b)(3)(n)

[redacted]
(Responds to question 6)

o Intelligence Report referenced on page 2 of SECRET CIA Biographic Highlight on [redacted] forwarded to Sen. Bob Smith, via Office of Senate Security on April 29, 1993. (CIA Biographic Highlight states, "according to one intelligence report, [redacted] was physically located in North Vietnam and passed orders from Hanoi to MR-V by radio.")
(Responds to question 7)

(b)(3)(c)

7. ~~(S)~~ In response to questions 6 and 7 for CIA [redacted] and the Intelligence Report Biographic Highlight, we wish to note that the two versions in question are the same report. Neither report has the quote cited in request description "according to one intelligence report, [redacted] was physically located in North Vietnam and passed orders from Hanoi to MR-V by radio." For the recipients' information, we have included an unclassified biography of [redacted]

(b)(1)
(b)(3)(n)

(b)(1)
(b)(3)(n)

[redacted]

(b)(3)(c)

CONCUR:

[redacted]

(b)(3)(c)

Deputy Director for Operations

06 Sep 2000
Date

Attachments:
as stated in paragraph 6

~~TOP SECRET~~

(b)(3)(c)
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(3)(c)

Viewing an archived action from Extral Close

U

Action

AGENCY RESPONSE TO SSCI RE: CIA ACCESS TO SSCI HOLDINGS ON SOUTHEAST ASIA POW/MIAs

Document Number: OCA-018115-CNV

Date Received: 01/30/1998

Task Instructions:
no value

Request Documents:

Recipients

- SSCI STAFF DIRECTORS LAWRENCE AND STRAUB

Additional Document Metadata

OPI	
Secondary OPI	
From	
Other Document Number	
Comments	
File Code	
Media Type	
Codewords	
Attachments	
Keywords	
Copies	

U

Viewing an archived action from Extral Close

3/15/2013

C05999532

OCA Records

Central Intelligence Agency

Washington, D.C. 20505

OCA 98-1030

30 January 1998

Mr. Taylor Lawrence
Staff Director
Select Committee on Intelligence
United States Senate
Washington, D.C. 20510

Dear Taylor:

We appreciate your offer of December 3, 1997, (SSCI #97-3454) to give us access to SSCI holdings on Southeast Asian POW/MIAs. After reviewing your listing, we would be grateful for copies of the following documents:

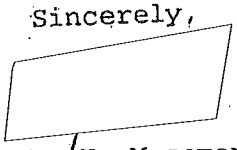
B1/2/17 Letter for Senator Smith
B1/2/18 GEN Volkogonov Comments (opening session)
B1/2/19 GEN Volkogonov Comments (closing session)
B1/2/21 Statement of Russian Co-chairman of the US-Russian Joint Commission
B2/1/12 Note from Dr. Morris re North Vietnamese Politburo Meeting
B2/1/27 Memorandum: Assessment of a Text
B2/1/28 Report to the Politburo by Tran Van Quang
B3/1/5 US Acquisition of the 735 Document
B3/1/6 Vietnamese Letter Responding to Release of 735
B3/1/7 Douglas Pike Memorandum on "Hoang Anh"
B3/1/23 Bullets for Mr. Wold
B3/1/30 Minutes of the Discussion on 735/1205 Documents During Technical Talks
B3/2/5 Minutes of Meeting with Russian Secretary Baturin
B3/2/6 Minutes of Meeting with Kokoshin
B3/2/7 Letter to Russian Secretary Baturin
B3/2/8 Letter to Deputy FM Mamedov
B3/2/9 Letter to Gen-Col Korabelnikov

Regarding the 574 classified POW/MIA documents referred to in your letter, we would be pleased to invite appropriate staff to meet with our DO specialists at Headquarters at a mutually convenient time to review our document inventory and discuss those documents relevant to Committee interest.

Mr. Taylor Lawrence

An original of this letter is also being sent to Chris Straub.

Sincerely,



John H. Moseman
Director of Congressional Affairs

C05999532

Central Intelligence Agency

Washington, D.C. 20505

OCA 98-1030/1
30 January 1998

Mr. Chris Straub
Minority Staff Director
Select Committee on Intelligence
United States Senate
Washington, D.C. 20510

Dear Chris:

We appreciate your offer of December 3, 1997, (SSCI # 97-3454) to give us access to SSCI holdings on Southeast Asian POW/MIAs. After reviewing your listing, we would be grateful for copies of the following documents:

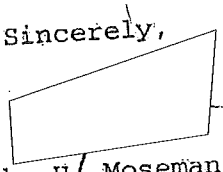
B1/2/17 Letter for Senator Smith
B1/2/18 GEN Volkogonov Comments (opening session)
B1/2/19 GEN Volkogonov Comments (closing session)
B1/2/21 Statement of Russian Co-chairman of the US-Russian Joint Commission
B2/1/12 Note from Dr. Morris re North Vietnamese Politburo Meeting
B2/1/27 Memorandum: Assessment of a Text
B2/1/28 Report to the Politburo by Tran Van Quang
B3/1/5 US Acquisition of the 735 Document
B3/1/6 Vietnamese Letter Responding to Release of 735
B3/1/7 Douglas Pike Memorandum on "Hoang Anh"
B3/1/23 Bullets for Mr. Wold
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Mr. Chris Straub

An original of this letter is also being sent to Taylor Lawrence.

Sincerely,



John H. Moseman
Director of Congressional Affairs

SUBJECT: SSCI Holdings on Southeast Asian POW/MIAs

DCI/OCA/LG [redacted]:dms/[redacted] (27 Jan 98)
OCA 98-1030 & 1030/1 (FN:wdata/senate/mia1.doc)
(ACTION ITEM: SSCI 97-3454; A/97-05698)

[redacted]

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Action

26 JANUARY 1998 HAC/S&I STAFF BRIEFING RE: POW/MIA ISSUES

Document Number: OCA-018682-CNV

Date Received: 01/26/1998

Task Instructions:

no value

Request Documents:

Recipients

- MFR

(b)(3)(c)

Additional Document Metadata

OPI

Secondary OPI

From

Other Document Number

Comments

File Code

Media Type

Codewords

Attachments

Keywords

Copies

S

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SECRET 8 May 1998 Page 1

OCA Records

WTC/Memorandum for the Record

KEY: C/98-05076

EVENT: STAFF BRIEFING **DATE:** 01/26/98 **TIME:** 1300 **STATUS:** COMPLETE
PLACE: TBD
FOR: HAC/S&I
SUBJ: POW/MIA ISSUES

----- (PARTICIPANTS) -----

ASSOC	NAME	ROLE
STAFF	[redacted] (b)(6)	
STAFF		
CIA	[redacted] (b)(3)(c)	BRFR
CIA		BRFR
CIA		SPRT
CIA		BRFR

----- (EXECUTIVE SUMMARY) -----

(S) In response to a request from HAC/S&I staffers studying Intelligence Community (IC) support on POW/MIA issues, NIC and DO/EA briefed them on CIA support to the Defense POW/MIA Office (DPMO) and on the Special National Intelligence Estimate (SNIE) on Vietnamese governmental cooperation on POW/MIA efforts currently being drafted by the NIO/EA.

----- (ADDITIONAL INFORMATION) -----

1. (S) HAC/S&I staffer [redacted] (b)(6) explained that his team was working on a HUMINT study and would next address Southeast Asia. They propose to visit our stations and, aside from their larger review, are looking into the question of how HUMINT and the IC in general currently support POW/MIA efforts. They've visited DPMO, propose to meet with DIA and NSA, and also plan to visit Joint Task Force/Full Accounting in Hawaii. They're interested in identifying producers and customers of POW/MIA intelligence and in seeing how tasking is generated, but clarified that they are focused on Southeast Asia POW/MIAs and are not looking at current CIA or IC mechanisms for supporting current warfighters or POW/MIA cases (OCA Comment: such as SSCI interest in Gulf War MIA LtCmdr Speicher.)

2. (S) NIC officer [redacted] (b)(3)(c) who is drafting the current SNIE, summarized the history and origin of the SNIE and the consultations with SSCI which defined the terms of reference for the estimate (OCA Comment: for background, see OCA C/97-05698 of 8 May 1997 and C/97-06453 of 7 Nov 97.). Emphasizing that this will be an IC rather than CIA estimate, [redacted] (b)(3)(c) defined the major SNIE questions as determining whether the Vietnamese government is cooperating and assessing the validity of Russian POW/MIA documents. He stressed that as SNIE drafter he is reviewing all relevant IC data and that each IC agency will be represented on the committee reviewing and coordinating the estimate. He later said that all appropriate US embassies and CIA stations have been tasked for input, he's worked with DO/EA on tasking, and has been assured by US Ambassador to Hanoi Peterson of his full support. (OCA Comment: see OCA C/96-06632 and C/96-06565 of 20 November 1996 for more on Peterson.) The DCI and National Foreign Intelligence Board (NFIB) will approve the final document. The SSCI is most interested in the estimate, with HPSCI devoting little attention to the matter.

3. (S) Later in the briefing [redacted] (b)(6) asked whether the IC knows enough about the Vietnamese government (GVN) to make judgments about their cooperation. [redacted] (b)(3)(c) said there are plenty of indicators, including the professionalism of GVN personnel

[redacted] (b)(3)(c)

SECRET

(b)(3)(c) **WTC/Memorandum for the Record**

KEY: C/98-05076

and how they interact and cooperate with us. Still later [ ] said that some POW/MIA material is in Russian files, and we're reviewing that information as the Russians and Eastern Europeans allow us access. [ ] said that at this point our most profitable sources of POW/MIA information will be archives or historical research rather than human sources or agents.

4. (S) [ ] told staff that under the terms of a 1986 agreement DoD bears primary action and analytic responsibility for POW/MIA issues, with the IC providing intelligence support to DIA and since 1993 to DPMO. In response to [ ] [ ] (b)(6) said that most POW/MIA knowledge and expertise resides in DPMO, and assured him that all IC POW/MIA information goes directly to them. He added that DPMO also performs "satisfactory" analysis. In response to [ ] question about current (b)(6)

(b)(6) [ ]

[ ] [ ] asked whether we're actively pursuing potential POW/MIA agents inside Vietnam, and [ ] said the [ ] primary focus is counterintelligence with POW/MIA as an "adjunct" rather than primary mission. [ ] (b)(3)(c)

[ ]

(b)(6) observed that the small, very busy DATT office is involved in remains recovery. (b)(3)(c)

(b)(3)(c) (b)(6) (b)(3)(c)
(b)(1)

5. (S) [ ] said DPMO has assured staff that they're tightly linked to the IC, and asked how they task the IC and drive collection. EA officer [ ] said CIA does research for DPMO and that POW/MIA are the first matters raised with walk-ins or defectors. We pass any info to DPMO and offer them the opportunity to debrief our sources. [ ] assured staff that POW/MIA issues are always handled as immediate precedence. [ ] said that he assumes that most information collected deals with MIAs rather than live sightings, but [ ] said that "Stony Beach" has two active live sighting cases. [ ]

[ ] [ ] The Lao government also has old Vietnamese films that DPMO hopes might help identify MIAs, but the Lao are demanding compensation for access. [ ] referred staff to the JTF for more detail. (b)(1) (b)(3)(c) (b)(3)(n)

(b)(3)(c) [ ] (b)(1) (b)(3)(c)

DCI/OCA/LG

OCA/LG/RE [ ] ab:x39940

[ ]

----- (FOLLOW-UP ACTION ITEMS) -----

There were no Action Items on file for this event.

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(3)(c)

(b)(3)(c)

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U

Action

POW/MIA DOCUMENT REVIEW BY SSCI STAFFER PETE DORN, 23 JULY 1997

Document Number: OCA-50158-99

Date Received: 07/23/1997

Task Instructions:

no value

Request Documents:

Recipients

- MFR

Additional Document Metadata

OPI	
Secondary OPI	
From	
Other Document Number	
Comments	
File Code	
Media Type	
Codewords	
Attachments	
Keywords	
Copies	

U

Viewing an archived action fro

3/15/2013

C05999534

OCA Records

PRINTED: Sunday, February 14, 1999
AT: 16:55

CODEWORDS:

CL BY:
CL REASON:
DECL ON:
DRV FRM:

UNCLASSIFIED

OCA 99-50158

Memorandum for the Record

KEY: C/97-06010

EVENT: DOCUMENT REVIEW DATE: 07/23/1997 TIME: 6:45 STATUS: COMPLETED
PLACE: [redacted]
FOR: SSCI
SUBJECT: POW/MIA ISSUES

ATTENDEES:

ASSOCIATION	NAME	ROLE
DO/ORMS	[redacted]	BRIEFER
DCI/OCA	[redacted]	SUPPORT
SSCI	DORN, PETER (SSCI)	

Executive Summary:

1. Pete Dorn came to [redacted] to review two documents relating to Viet Nam POW/MIA issues. This was a follow on to a letter from Senator Smith asking to declassify 8 different documents concerning POW's. An initial response to the original action was provided but at the time three of the eight items were not found. This action was to close out one of the three items. Additionally, during a meeting with Senator Smith and George Tenet Mr. Dorn asked to see the full version of a cable that had been previously redacted. The documents were provided to Pete in OCA spaces due to the nature of the documents. The cable is an operational document and as such should not leave the building. The other was a classified SECRET/SENSITIVE/EYES ONLY for the acting DDP Colby. The restrictions for this document were imposed by Director IRO. Mr. Dorn expressed consternation over the limiting restrictions and wondered why a document that was previously provided in an unclassified form was now so highly restricted.

2/14/99

Ofcr unavailable for signatur[redacted]

[redacted]
Liaison Officer
Office of Congressional Affairs

DCI/OCA/CLG/JC[redacted]mgn (14 Feb 99)

Distribution:
Original - OCA Records

Summary Text

Follow-up Action Items:

Additional Information:

UNCLASSIFIED

C05999537
ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(3)(c)
(b)(3)(c)

Viewing an archived action from

S

Action

TRANSMITTAL OF THE NEW TORS FOR A NEW POW/MIA NIE AS REQUESTED AT THE 8 MAY 1997 BRIEFING BY NIO/EA

Document Number: OCA-020092-CNV
Date Received: 07/03/1997

Task Instructions:
no value

Request Documents:

Recipients

- SSCI LAWRENCE/STRAUB

Additional Document Metadata

OPI	
Secondary OPI	
From	
Other Document Number	
Comments	
File Code	
Media Type	
Codewords	
Attachments	
Keywords	
Copies	

S

Viewing an archived action from

3/15/2013

C05999537

SECRET

Central Intelligence Agency

Washington, D.C. 20505

ACT ID ITEM
C/97-0569B

OCA 97-1565
3 July 1997

Mr. Taylor Lawrence
Staff Director
Select Committee on Intelligence
United States Senate
Washington, D.C. 20510

Dear Taylor:

(U) Further to National Intelligence Officer for East Asia Richard Bush's May 8, 1997, meeting with Committee staff to discuss the terms of reference for a new POW/MIA National Intelligence Estimate, and a subsequent Committee letter of May 29, 1997, we are enclosing herewith a memorandum from NIO Bush along with revised terms of reference for the new NIE. We hope that you find the enclosed material helpful and look forward to discussing this matter with you shortly.

(U) An original of this letter is also being sent to Minority Staff Director Chris Straub. If we can be of further assistance, please do not hesitate to contact this office.

Sincerely,

[redacted]

John H. Moseman
Director of Congressional Affairs

Enclosure

Classification is UNCLASSIFIED
When Separated From
Enclosure

SECRET

B-103B

C05999537

SECRET

Central Intelligence Agency

Washington, D.C. 20505

OCA 97-1565/1
3 July 1997

Mr. Chris Straub
Minority Staff Director
Select Committee on Intelligence
United States Senate
Washington, D.C. 20510

Dear Chris:

(U) Further to National Intelligence Officer for East Asia Richard Bush's May 8, 1997, meeting with Committee staff to discuss the terms of reference for a new POW/MIA National Intelligence Estimate, and a subsequent Committee letter of May 29, 1997, we are enclosing herewith a memorandum from NIO Bush along with revised terms of reference for the new NIE. We hope that you find the enclosed material helpful and look forward to discussing this matter with you shortly.

(U) An original of this letter is also being sent to Staff Director Taylor Lawrence. If we can be of further assistance, please do not hesitate to contact this office.

Sincerely,

[redacted]

John H. Moseman
Director of Congressional Affairs

Enclosure

Classification is UNCLASSIFIED
When Separated From
Enclosure

SECRET

Mr. Taylor Lawrence
Mr. Charles Straub

DCI/OCA/Liaison Grp/[redacted]:dms/[redacted] (01 Jul 97)
OCA 97-1565 (FN:wdata/senate/pow797.doc)

[redacted]

C05999537

SECRET [redacted]

26 June 1997

TO Taylor Lawrence
Chris Straub

FROM Richard Bush

RE Draft Terms of Reference for POW/MIA New Estimate

What follows is a revised draft TOR, designed to accommodate as much as possible the suggestions in the your letter of 29 May. It has received at least silent consent from the agencies concerned.

To summarize the proposed changes (which appear in boldface on the draft):

Key estimative question

Your statement of the estimate's primary objective has two parts ("assess Vietnamese cooperation"; and, identify the unilateral and joint steps Hanoi could take "to achieve the fullest possible accounting").

To refine the first part, I have expanded my original key estimative question to include the issue of performance (in addition to intentions and capabilities).

With respect to the latter part, it is our collective judgment that it would be inappropriate for an intelligence estimate to establish a standard for "the fullest possible accounting," against which we would then identify measures that the SRV could take. Fundamentally, determining fullest possible accounting is a policy judgment.

Questions on SRV personnel, records, and artifacts

Here, I have collapsed these various questions into two secondary questions in the TOR. I am confident that, as stated, the questions will cover all the issues raised in your letter.

[redacted] SECRET [redacted]

I must be clear, however, that the team working on the estimate does not have the resources to do much new research on these issues, and we will have to depend on DPMO to provide the information on which to make a judgment.

Question on New Information on Live POW/MIAs

I have included a shortened version of this question in the new draft TOR. Here again, it will be necessary to depend to at least some extent on DPMO to provide the basic data.

Questions on Non-SRV Archives and Current Collection Priorities

It is our judgment that these question are outside the scope of an estimate that focuses on Vietnamese intentions, capabilities, and performance.

C05999537

SECRET

Terms of Reference

Title: Vietnamese Intentions, Capabilities, and Performance Concerning the POW/MIA Issue

Requested By: Assistant to the President for National Security Affairs

Key Estimative Question: To what extent is the leadership of the government of the Socialist Republic of Vietnam (SRV) (a) **demonstrated a commitment** to cooperating with the United States to achieve the fullest possible accounting of American personnel Missing in Action during the Vietnam conflict (b) **dedicated the resources necessary** to deliver on its commitment; and (c) **performed in a manner consistent with its intentions and capabilities?**

Time Frame: 1987-1998

Key Variables: SRV leadership intentions on and conflict over the MIA issue; priority the leadership places on the POW/MIA issue; the leadership's capacity to enforce its will on lower level units; overall relationship with the United States; pattern of past interactions with the USG; denial and deception efforts.

Secondary Questions:

- In general:
  - under what circumstances has the Vietnamese leadership chosen to respond positively to USG accounting efforts?
  - to what extent has the Vietnamese bureaucracy demonstrated responsiveness or resistance to leadership directives concerning activities to secure MIA accounting?
- What does the record of recent accounting efforts suggest about general intentions and capabilities of the SRV government?
  - What do sensitive intelligence sources reveal about recent Vietnamese leadership intentions on the MIA issue?
  - Are there instances in which the Vietnamese authorities have absolutely refused USG requests concerning accounting for MIAs? What is the likely reason for any such refusals?
  - To the extent that obstacles to MIA accounting exist, what does previous experience and our knowledge of the Vietnamese system suggest are the best ways to remove them?
- In particular, what is the recent record of SRV responsiveness on the following:
  - recovery and repatriation of remains;
  - resolution of discrepancy cases;
  - assistance in implementing trilateral investigations with Laos;
  - provision of POW/MIA-related documents;
  - live-sighting reports?

NOFORN

SECRET

- **What have been SRV policies and handling of (a) records pertaining to POW/MIA issues; and (b) personal artifacts of US personnel and US military equipment relevant to POW/MIA accounting? To what extent has the Hanoi government permitted access to those records, artifacts and equipment?**
- **Who are the key officials, current and retired, who have knowledge of the handling of POWs, POW remains, and archives, equipment, and artifacts related to US POW/MIAs, and to what extent has the Hanoi government permitted access to those officials?**
- **Has any information come to light since 1993 that would change the past judgments that no live American POWs remain in Vietnam?**
- Has there been any change in the assessment of the so-called "735 document" and "1205 document" from Russian archives?
- Is the SRV government deliberately withholding evidence of a program to transfer control of US POWs to a third country?

NOFORN

C05999541

ADMINISTRATIVE - INTERNAL USE ONLY

From the Desk of [redacted] (b)(3)(c)
Assistant General Counsel - [redacted] (b)(3)(c)

NOTE FOR: [redacted] (b)(3)(c)
FROM: [redacted] (b)(3)(c)
OFFICE: DCI/OCA/LEG
DATE: 06/16/99 04:07:05 PM
SUBJECT: Ltr. to Rep. Vento

[redacted] (b)(3)(c)

Here is the letter for D/OCA's review & signature. It has been coordinated with OIM/[redacted] (b)(3)(c), and OGC/LD [redacted] (b)(3)(c) Thanks for your help.

(b)(3)(c) (b)(3)(c) [redacted] (b)(3)(c)

Vento 3.doc

CC: [redacted] (b)(3)(c)

Sent on 16 June 1999 at 04:07:05 PM

ADMINISTRATIVE - INTERNAL USE ONLY

C05999541

(b)(3)(c) (b)(3)(c)

TO : D/OCA Via DD/OCA, [redacted] EA/OCA	CONTROL # OCA 99-1624	DATE OF REQUEST 06/17/99
FROM: [redacted] via C/Legislation/OCA (b)(3)(c)		SUSPENSE DATE

SUBJECT: (b)(3)(c)

RESPONSE TO REP. BRUCE F. VENTO FOR LETTERS DTD 11 MAY 99 AND 10 JUNE 99 FROM HIS CONSTITUENT RICH DALY RE: POW/MIA RESQUE FOR DECLASSIFICATION OF RECORDS BELONGING TO THE SENATE SELECT COMMITTEE ON POW/MIA AFFAIRS.

NOTES

THIS LETTER RESPONDS TO OCA 99-0134 and OCA 99-0145

(b)(3)(c) (b)(3)(c)

COORDINATED WITH (list names as well as offices)

NAME	OFFICE	DATE
[redacted] attached e-mail on coordination	OIM [redacted]	
[redacted]	OGC/LD	
(b)(3)(c)		

ACTION REQUIRED BY D/OCA

YOUR SIGNATURE PLEASE.

FORM 2-86 4118 OBSOLETE PREVIOUS EDITION

C05999541

Central Intelligence Agency

Washington, D.C. 20505

Subj POW/MIA

OCA 99-1624

21 June 1999

The Honorable Bruce F. Vento
U.S. House of Representatives
111 East Kellogg Boulevard, Suite 215
St. Paul, Minnesota 55101

Attn: [redacted] (b)(6)

Dear Mr. Vento:

I am writing in response to your letters of 11 May 1999 and 10 June 1999 regarding a request from one of your constituents, (b)(6) [redacted] of Minnesota Won't Forget POW/MIA. (b)(6) [redacted] is interested in the declassification of records belonging to the Senate Select Committee on POW/MIA Affairs.

I have been informed that the CIA is currently reviewing for declassification 40,000 pages of POW/MIA materials that were referred to us by the National Archives and Records Administration (NARA). These documents are Congressional records and are the subject of a Mandatory Declassification Review ordered by the United States Senate.

At the direction of the Senate, NARA--as custodian of certain POW/MIA records--sent the CIA twenty-two boxes of documents in April and May 1998 for declassification review. These approximately 4,000 multipage documents, totaling some 40,000 pages, are records belonging to the Senate Select Committee on POW/MIA Affairs.

Since receiving the 4,000 documents last year, we have been moving steadily toward completion of our mandated declassification review. The CIA shares with the Senate a strong commitment to declassifying the maximum amount of POW/MIA information as quickly as possible for release to the public, to the extent consistent with U.S. national security. However, there are a large number of other declassification projects that demand our attention, and many of the documents contain information that will require referral to other government agencies for review. The CIA has no control over the length of time these third agencies will require to complete their review of the documents.

The Honorable Bruce F. Vento

(b)(6)

If you will provide me with [redacted] address, I will ask our Office of Information Management to contact him directly when the review of the 40,000 POW/MIA-related pages is completed. I hope this information is helpful.

Sincerely,



(b)(3)(c)

John H. Moseman
Director of Congressional Affairs

The Honorable Bruce F. Vento

DCI/OCA/RS/MVega:ls/37912 (16 June 99)
FN:wdata/oca/legislate/leglib [redacted] 4.doc (b)(3)(c)

OCA 99-1624

[redacted] (b)(3)(c)

C05999545

[redacted] FORN//XI

[redacted] em Controls//Non-Intell//Declass (as appropriate)

ROUTING AND RECORD SHEET

SUBJECT (Optional) Letter to The Honorable Robert C. Smith

FROM	Extension	NO.
Barry Hilton SA/ADCI/MS	37954	DAC 01190-01 DATE 03/21/2001

TO (Officer designation, room, and building)	DATE RECEIVED	DATE FORWARDED	OFFICIAL'S INITIALS	COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)
				FULL SIGNATURE IS REQUESTED BY OCA
1. C/CE - RM 4E60 OHB		23 Mar 01	[illegible]	
2. C/EA - RM 5D31 OHB	[illegible]	23/3	[illegible]	
3. DO/IRO RM 1D4106	3/23		[illegible]	
4. C/CIC 4T09 NHB	23 Mar	23 Mar	[illegible]	
5. D/OCA [redacted] RM 7C38 OHB	3/23	3/23	[illegible]	
6.				
7.				
8.				
9.				
10. ADCI/MS RM 7D35 OHB				
11.				
12. D/OCA 7C38				
13.				
14. Barry Hilton x 37954 or Ann Shaffer x 32854				

(b)(3)(c)

Please call for pick up.

SECRET//NOFORN//XI

CL BY:
CL REASON:
DECL ON:
DRV FROM:

FORM 610 02-01 USE PREVIOUS EDITIONS

C05999545

OCA 00-02974

OCA Records 8

CONGRESSIONAL CORRESPONDENCE ACTION PLAN

Date / Time Received	Suspense Date	Control Number

ACTION: Please forward response as indicated below to OCA for coordination and transmittal.

☐ **Prepare a response for DCI signature.**

Lead Action Office:

Information Copies:

☒ **Prepare a response for D/OCA signature.**

Lead Action Office: ADCI-MS

Information Copies: DO/COS; DO/NE; DO/EUR; DO/EA

☐ **NO WRITTEN RESPONSE NECESSARY**

Lead Office:

Follow-Up Action:

Information Copies:

OCA ACTION OFFICER: Jack Dempsey

Advance Copies Provided To: OCA/AO
C/Alaison

Comments:

☐ NO FURTHER DISSEMINATION WITHOUT PRIOR OCA APPROVAL.

2000

POW/MIA

Form 3-99 4499 (EF) Obsolete Previous Editions

~~SECRET//NOFORN//X1~~

The Associate Director of Central Intelligence
for Military Support
Washington, D.C. 20505

MAR 2 3 2001

The Honorable Robert C. Smith
United States Senate
Washington, D.C. 20510-2903

Dear Senator Smith:

(~~S NF~~) This letter is a further response to the request (made in a mid-2000 note from your staff to the CIA's Office of Congressional Affairs and alluded to in your 19 October 2000 letter to the Deputy Director of Central Intelligence) for any POW-related information that might have been provided to the US government by GRU General-Major Dmitriy Fedorovich Polyakov.

(~~S NF~~) The CIA has carried out a complete review of its files on General Polyakov, who disappeared in the 1980's and is presumed--though not certainly known--to have been executed by the USSR. Only one document sourced to him, a 27 September 1967 intelligence report, is relevant to the topic of US Vietnam-era POWs/MIAs. That report [redacted] marked SECRET/NO FOREIGN DISSEM) is enclosed. (b)(3)(c)

(~~S NF~~) US policy has been not to confirm publicly the clandestine cooperation of foreign citizens with US intelligence, even when--as in the case of General Polyakov--much time has passed and press accounts have exposed purported details of such cooperation. This is partly to avoid giving adversary governments material with which to punish assets or surviving relatives, and partly to avoid discouraging other citizens of adversary countries from volunteering their services to the US.

(U) Research continues on other queries raised in your 19 October letter; I wish to assure you of my personal interest in seeing these questions resolved as speedily as feasible.

Sincerely,

[redacted]

John H. Campbell
Lieutenant General, USAF

Enclosure

[redacted]

~~SECRET//NOFORN//X1~~

C05999545

OCA 01-00481
DAC 01-01190

~~SECRET//NOFORN//X1~~

SUBJECT: Letter to The Honorable Robert C. Smith

(b)(3)(c)

ADCI/MS/B.HILTON [redacted]ars x[redacted] (21 Mar 01) DAC 01190-01
S:DCI/ADCI/MS/ANN/0103.tosmith.draft04.doc

Distribution:
Ori[redacted]

TO: The Honorable Robert C. Smith
United States Senate
Washington, D.C. 20510-2903

OCA-COMP
LOGGED
ISC

~~SECRET//NOFORN//X1~~

[redacted]

C05999545

INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

~~S-E-C-R-E-T~~

NO FOREIGN DISSEM/NO DISSEM ABROAD/CONTROLLED DISSEM/BACKGROUND USE ONLY

COUNTRY USSR/North Vietnam

SUBJECT Soviet Involvement in North Vietnam

REPORT NO.

DATE DISTR. 27 September 1967

NO. PAGES 1

REFERENCES (b)(3)(c)

DATE OF INFO. Up to August 1967

PLACE & DATE ACQ.

FIELD REPORT NO.

THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

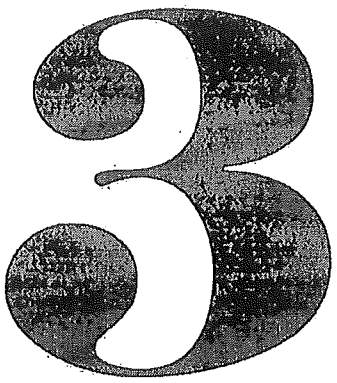
SOURCE: Soviet Bloc source whose reliability cannot be judged, from a Soviet officer who had served in North Vietnam.

1. The USSR is having difficulty supplying North Vietnam; the situation in that country is bad.

2. The USSR has no contact with American prisoners in North Vietnam. However, some reports of interrogation of the prisoners are passed officially to the Soviet Embassy by the North Vietnamese. These are generally one-page reports which have little value.

3. U.S. military hardware which falls into North Vietnamese hands is not provided to the Soviets by either the North Vietnamese or the Chinese, but the Soviets have been able to steal an item from time to time.

C05999547



SENATOR BOB SMITH

New Hampshire

To: [redacted] (b)(6)

From: [redacted] Chief of Staff (b)(3)(c)

Date: 8/31/00

Notes:

As a follow-up to our meeting today, please review + share with Jack + Dan. I would hope the precedent on fulfilling Member requests like this has already been set.

Number of Pages (including cover sheet): 22

Look forward to seeing you next week. Thanks again for today.

[redacted] (b)(3)(c)

Central Intelligence Agency

Washington, D.C. 20505

26 July 1993

The Honorable Bob Smith
United States Senate
Washington, D.C. 20510

Dear Senator Smith:

Your letter of May 17, 1993 asked that the Agency provide declassified copies of three intelligence reports and that you be afforded an opportunity to review any other documents relating to these original reports.

I instructed that the reports you requested be reviewed for declassification, and am happy to enclose declassified copies for you. I understand that declassified copies of the same reports were made available earlier to the Select Committee on POW/MIA Affairs in lightly redacted form.

To meet your need for detailed background on the three reports cited in your letter, CIA compiled summaries of the relevant operational histories of the several sources involved, and made those summaries available to you in October 1992. I also instructed that those summaries be reviewed for declassification, and enclose them with this letter. (b)(6)

The [redacted] (numbered [redacted]) about which you inquired is accompanied by a copy of the recall notice issued when the report was found to be a fabrication. You requested copies of the "original reported information" as acquired from the source in 1977. There is nothing in our files further to the report as prepared [redacted] format, which is the form in which you saw the information. (b)(3)(c) (b)(3)(c)

In an effort to reconstruct the circumstances of acquisition, we queried the officer who acquired the original report. He could not recall the details behind that specific report but remembered that the source reported orally information purportedly [redacted] (b)(3)(n)

The Honorable Bob Smith

You will appreciate that your broader request for "any documentation concerning the original reported information" is more problematic. As former DCI Bob Gates wrote you last October, CIA has done its utmost, within the obligation to protect intelligence sources and methods, to support the work of the POW/MIA Committee in making the fullest possible accounting to the American people.

To that end, CIA has made available to members of the POW/MIA Committee staff files of relevant classified operational correspondence on issues under review by the Committee. Further, CIA has made many of its [redacted] officers directly available to the Committee for depositions on the record, and many of these depositions have been declassified at the Committee's request. As the Committee was completing its work, CIA gave Mr. Art Grant of the Senate Intelligence Committee unrestricted access to all operational files on these matters, so that the Committee could confirm for itself that no material relevant to its work was being withheld by the Agency and that our replies to Committee requests were faithful to the classified originals. (b)(3)(n)

I renew my predecessor's pledge to make the fullest possible accounting to the American people on the POW/MIA issue. CIA supports completely the pledge made by President Clinton that all relevant documentation will be released consistent with Executive Order 12812 of July 22, 1992. I can assure you that Agency officers will spare no effort to ensure that their reporting which responds to the President's call is made available to the public.

Please advise me if I can be of any further assistance.

Sincerely,

James Woolsey

R. James Woolsey
Director of Central Intelligence

Enclosure

cc: The Honorable John F. Kerry
United States Senate

UNCLASSIFIED SOURCE SUMMARIES

(b)(3)(c)

(b)(3)(n)

The source of this report claimed to enjoy excellent access to and his reporting improved continuously through the 1970's. The source allegedly acquired this report in January 1977 from (b)(3)(n) (b)(3)(c) to whom the source claimed access.

When the source was in 1979, however, and (b)(3)(c) again in 1980, he admitted that he had been controlled from the outset by an eastern European intelligence service. He further admitted that he had had relationships with the Soviets and with the intelligence services of several other countries; that he had lied about his claimed access to various (b)(6) and that he had fabricated or forged many reports. As a result of these revelations, contact with the source was terminated in October 1980.

This report (which has come to be known as (b)(6) had been considered highly suspect by our Headquarters for some time. In September 1983 a former Congressman claimed to U.S. media that the U.S. Government was covering up knowledge of the existence of American POW's. He based his charges, at least in part, on the claims made in this disseminated report. Since the report now had no credence in view of the more recent discoveries about the source, our Headquarters decided to investigate this report anew. (Contrary to the former Congressman's insistent claim, this report did not originate from an audio operation.)

In September 1983 two officers (b)(3)(c) had occasion to talk with who had been (b)(6) and was allegedly the original source of the 1977 report from the now discredited source. In conversation, (b)(6) said very explicitly that while he was (b)(3)(n) no Vietnamese official had ever mentioned any remaining American prisoners to him.

As a result of the revelations about the source, combined with very specific statement to the American (b)(6) diplomats, Headquarters concluded that this report was a fabrication, and a fabrication notice was duly published on 26 September 1983.

When Senator Smith inquired about this report (and two others) in September 1992, we researched the history of the report as thoroughly as possible. We spoke with the officer who had been the former source's case officer in 1977, when this report was acquired. Although the officer did not recall this specific report, when told that its alleged source was (b)(6) The officer said that when the

source later admitted to large-scale fabrication of his intelligence reporting, all his reports were considered to be highly suspect, including this one.

(b)(3)(c)

[redacted]

The source of this report was [redacted] (b)(3)(n)

[redacted] While there he talked with members of the Vietnamese delegation. He had never reported on Vietnamese topics before, and did not do so again.

The source and the Vietnamese discussed the general situation in Vietnam, and the head of the Vietnamese delegation provided his views on the establishment of diplomatic relations with the United States, including Vietnam's preconditions for it.

The source also obtained some additional comments from other members of the Vietnamese delegation. Before he left [redacted] the head of the delegation invited the source to visit Hanoi to observe firsthand the progress being made by the SRV. The source did not follow up on that offer, however. In 1978 the Agency's relationship with the source was terminated. (b)(3)(n)

(b)(3)(c)

[redacted]

The source of this report was [redacted] (b)(3)(n) He was considered politically reliable by the SRV, which invited him to various embassy functions and activities. The source got along well with the lower-ranking functionaries [redacted] (b)(3)(n) and sometimes had an opportunity to speak with the few (higher-ranking) officials of the embassy as well.

(b)(3)(n) In [redacted] 1977 the source attended a representational dinner given by the SRV Embassy. During the course of the evening an embassy functionary told the source privately that the U.S. planned to send a delegation to Hanoi in mid-March. The source commented that the delegation would undoubtedly be interested in the question of the American MIA's. The functionary said, "Naturally Hanoi knows where U.S. pilots shot down over North Vietnam are buried." When the source said that "of course" there were no longer any living Americans still imprisoned in Vietnam, the functionary replied, "No, I wouldn't say that." The functionary went on to say that Hanoi did not intend to release American prisoners until the U.S. government provided substantial financial aid for Vietnam's reconstruction.

The functionary acted rather nervous during this private conversation, as if he did not want other embassy employees to overhear their conversation. He told the source that he should not repeat what they had talked about. The functionary did not identify the source of his information, nor did he provide any specifics about the Americans allegedly still held by the SRV.

Since the functionary was a low-level embassy employee, it was impossible to determine whether he was simply expressing his own views, repeating rumors, or reciting statements he had heard in an official embassy briefing. The functionary tended to be quite open with the source, whom he trusted.

The source was considered a reliable reporter, who reported accurately what he had heard. He did not exaggerate or fabricate his reports.

[redacted] (b)(3)(c)

In March 1977 the source had an opportunity to engage one of the embassy officials privately on the topic of American POW's. The official said the SRV had lists of U.S. MIA's, and that for Vietnam, the American MIA's fell into several categories:

American pilots who were shot down over Vietnam and killed;

American prisoners of war who died from illness during their imprisonment;

A few "good" American prisoners who had seen the light, and were now living and working in the SRV;

and "those POW's who proved to be so stubborn (that) we had to execute them in prison."

The official sounded quite authoritative when he made these statements, as if he had read the information or received it in some official fashion. The official then made additional statements which he said were based on his personal opinion. He said he "believed" there were still some living American POW's in Vietnam. He said that in his opinion, Hanoi would have to use a slow, piecemeal approach to its negotiations with the U.S. Government. (b)(3)(n)

[redacted] Because of this official's relatively low-level position, we were reluctant to attach too much weight to his personal views. (b)(3)(n)

The source was unable to acquire any additional information on the POW-MIA issue from SRV embassy officials, and in 1979 his relationship with us was terminated.

CLEARED, DECLASSIFIED INTELLIGENCE REPORTS

C05999547

CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

MEMORANDUM FOR: Assistant Vice Director for Collection Management
Department of Defense
Principal Advisor for Prisoner of War Missing in Action Affairs
(International Security Affairs)
Director, Vietnam, Laos and Kampuchea
Bureau of East Asian and Pacific Affairs
Department of State

(b)(6)

SUBJECT : Comments of [redacted] on American Prisoners of War Remaining in Vietnam

NO HARD COPY FOLLOWS

Attached is a notice to recall the report bearing this title and number.

Deputy Director for Operations

[redacted] (CORRECT)

(b)(3)(c)

(b)(6)

SUBJECT: Comments of [redacted] on American Prisoners of War Remaining in Vietnam.

(b)(3)(c)

On 16 March 1977 a memorandum report bearing the above subject and the number [redacted] was disseminated. It has been subsequently learned that the source, who was described as [redacted] has provided fabricated information, and the [redacted] has said that he never received any information [redacted] that live U.S. prisoners of war were being held by the Socialist Republic of Vietnam Government. Therefore, the information in the memorandum should be disregarded and all references to the report should be removed from computer listings and file holdings.

(b)(3)(n)

(b)(6)

[redacted] (CORRECT)

(b)(6)

(b)(3)(c)

C05999547

CENTRAL INTELLIGENCE AGENCY

16 MAR 1977

MEMORANDUM FOR:

Bureau of East Asian and Pacific Affairs
Department of State

(b)(6)

Department of State

[redacted] Commander, USN (R)
Chief, Prisoner of War/Missing in Action Bran
Resources and Installations Division
Directorate for Intelligence (Research Center

(b)(6)

[redacted] Captain, USN
Principal Advisor for Prisoner of War and
Missing in Action Affairs
(International Security Affairs)
Office of the Secretary of Defense

(b)(6)

FROM :

SUBJECT : Comments of [redacted]
on American Prisoners of War Remaining in
Vietnam

Attached as of possible interest to you is a report resul from information obtained from an agent source in late January 1977. We are giving this report no further dissemination.

Attachment:

[redacted]

(b)(3)(c)

(b)(3)(c)

COUNTRY: Vietnam

(b)(6)

DOI : January 1977

SUBJECT: Comments of on American Prisoners of War Remaining in Vietnam

(b)(3)(n)

ACQ : (Late January 1977)

SOURCE :

(b)(3)(n)

(b)(6)

1. Upon his return to in January 1977, reported to that, according to Socialist Republic of Vietnam (SRV) and other SRV officials with whom was in contact, there were American prisoners of war (POW's) still remaining in Vietnam and that these POW's posed a problem to the opening of diplomatic relations between the SRV and the United States (U.S.). told that these POW's included some who did not want to return to the U.S. No reason was given as to why would make such a statement on POW's especially to an

(b)(6) (b)(6) (b)(6) (b)(6) (b)(6) (b)(3)(c) (b)(6) (b)(3)(n)

2. Other than one American civilian who was arrested in Saigon after its fall in 1975, the SRV is not known to have any live American military or civilian prisoners. Nevertheless, several unconfirmed reports have appeared since May 1975 on the possibility of some U.S. prisoners still remaining in Vietnam.)

(b)(3)(c)

CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

11 MAR 1977

MEMORANDUM FOR:

Department of State

(b)(6)

Department of State

[redacted] Commander, USN (R)
Chief, Prisoner of War/Missing in Action Branch
Resources and Installations Division
Directorate for Intelligence (Research Center)
Defense Intelligence Agency

(b)(3)(c)

FROM: [redacted]
Deputy Director for Operations

SUBJECT: Comments of a Socialist Republic of Vietnam (SRV) Ministry of Foreign Affairs Official on Relations with the United States and the Presence of Americans in the SRV

The attached report, which is of possible interest to you, was obtained from an agent source on 9 March 1977. We are giving this information no further dissemination.

Attachment:
[redacted]

(b)(3)(c)

(b)(3)(c)

[redacted]

COUNTRY: VIETNAM

DOI: EARLY MARCH 1977

SUBJECT: COMMENTS OF A SOCIALIST REPUBLIC OF VIETNAM (SRV) MINISTRY OF FOREIGN AFFAIRS OFFICIAL ON RELATIONS WITH THE UNITED STATES AND THE PRESENCE OF AMERICANS IN THE SRV:

ACQ: (9 MARCH 1977)

(b)(3)(n)

SOURCE: [redacted]

1. IN EARLY MARCH 1977 WHILE ON A VISIT TO TUNISIA TO [redacted] (b)(6) MADE THE FOLLOWING COMMENTS REGARDING SRV RELATIONS WITH THE UNITED STATES (U.S.) AND PRESENCE OF U.S. PERSONNEL IN VIETNAM.

(b)(6)

2. ACCORDING TO [redacted] FULL DIPLOMATIC RELATIONS BETWEEN THE U.S. AND THE SRV WILL BE ESTABLISHED IN THE NEAR FUTURE. HE SAID THAT THE MAJOR STUMBLING BLOCK IN THE PAST HAD BEEN THE U.S. VETO OF VIETNAM'S ENTRY INTO THE UNITED NATIONS BUT THAT NOW HIS COUNTRY FEELS THE U.S. WILL DROP THESE EFFORTS.

3. REGARDING U.S. INSISTENCE THAT THERE ARE STILL SOME AMERICANS IN VIETNAM WHO HAVE NOT BEEN ACCOUNTED FOR, [redacted] (b)(6) SAID THAT THE ONLY AMERICANS REMAINING IN VIETNAM ARE THOSE WHO MARRIED VIETNAMESE WOMEN AND HAVE GIVEN UP THEIR U.S. CITIZENSHIP AND HAVE BECOME [redacted]

A SMALL NUMBER OF AMERICANS WHO WERE IN VIETNAM AT THE TIME OF LIBERATION AND WHO WERE JUDGED TO HAVE COMMITTED CRIMES AGAINST THE VIETNAMESE PEOPLE. THESE AMERICANS RENOUNCED THEIR CITIZENSHIP (SIC) AND WERE PLACED IN REEDUCATION CAMPS FOR A PERIOD OF THREE YEARS. AT THE END OF THIS THREE-YEAR PERIOD THEY WILL BE EXPECTED TO ADMIT TO THEIR CRIMES AND MAKE A "SELF-CRITICISM," AT WHICH TIME THEY WILL BE JUDGED AND EITHER SET FREE AND PERMITTED TO REMAIN IN VIETNAM AS FULL CITIZENS, OR, IN THE CASE OF A LACK OF ADMISSION OF GUILT AND REFUSAL OF SELF-CRITICISM, THEY WILL BE "SENTENCED."

(b)(6)

CENTRAL INTELLIGENCE AGENCY

(b)(6)

8 MAR 1977

MEMORANDUM FOR: [redacted]
Director, Vietnam, Laos, and Cambodia
Bureau of East Asian and Pacific Affairs
Department of State

(b)(6)

[redacted]
Deputy Coordinator for Prisoner of War and
Missing in Action Matters
Department of State

(b)(6)

[redacted]
Commander, USN (R)
Chief, Prisoner of War/Missing in Action Branch
Resources and Installations Division
Directorate for Intelligence (Research Center)
Defense Intelligence Agency

(b)(3)(c)

FROM : [redacted]
Deputy Director for Operations

SUBJECT : Comment by Socialist Republic of Vietnam (SRV) on Possibility of U. Embassy Employee [redacted] Prisoners Being Held by the SRV for Use in Negotiations on Aid from the U.S. for the SRV

Attached as of possible interest to you is a report resulting from information obtained from an agent source in early March 1977. We are giving this report no further dissemination.

(b)(3)(n)

Attachment:
Report as Stated [redacted]

(b)(3)(c)

(b)(3)(c)

[redacted]

COUNTRY: Vietnam

(b)(3)(n)

DOI : Late February 1977

SUBJECT: Comment by Socialist Republic of Vietnam (SRV) Embassy Employee [redacted] on Possibility of U.S. Prisoners Being Held by the SRV for Use in Negotiations on Aid from the U.S. for the SRV

ACQ : (4 March 1977)

(b)(3)(n)

SOURCE : [redacted]

1. In a private conversation at a diplomatic function in the Socialist Republic of Vietnam (SRV) Embassy [redacted] (b)(3)(n) in late February 1977, a lower echelon SRV Embassy employee commented on the visit of a U.S. delegation to Hanoi in mid-March 1977. In response to a statement on the U.S. interest in the U.S. personnel missing in action (MIA's) in Vietnam, the Embassy employee said that Hanoi naturally knows where U.S. pilots shot down over North Vietnam are buried. In response to a statement that the SRV no longer has any Americans still under detention, the Embassy employee demurred and said that there are American prisoners of war (POW's), some of whom are members of wealthy families, still in the SRV and they would not be released until U.S. financial aid for the SRV was forthcoming. [redacted] Comment: Other than (b)(3)(c) one American civilian who was arrested in Saigon after its fall in 1975, the SRV is not known to have any live American prisoners.)

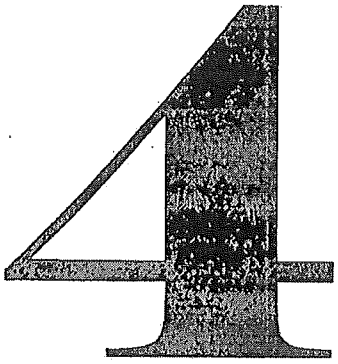
2. The Embassy employee indicated that the information on MIA's was one trump card the SRV held in the forthcoming negotiations with the U.S. and explained that the SRV, as the victor in the Vietnam war, would take advantage of this situation in negotiating with the U.S. for aid in economic reconstruction. He said that some wealthy prominent American families had been in direct contact with Hanoi in an effort to acquire information about family members who were MIA's.

(b)(3)(n)

However, the SRV had not released such information on the assumption that more could be gained by the SRV economically by awaiting the opening of formal negotiations with the U.S. Government. [redacted] Comment: The SRV Embassy employee appeared nervous in making these comments on U.S. POW's and MIA's, as if it gradually dawned upon him that he was talking about a matter which he had no right to discuss.) [redacted] Comment: The SRV Embassy employee did not indicate the basis for the information he provided on U.S. POW's and MIA's; thus it cannot be determined whether his statements reflect reliable information or unsubstantiated hearsay.)

(b)(3)(c)

C05999548



C05999548

AUG. -31' 00(THU) 14:46

P. 021

BOB SMITH
NEW HAMPSHIRE
IN NEW HAMPSHIRE
1-800-922-2230

United States Senate

WASHINGTON, DC 20510-2903

COMMITTEES:
ARMED SERVICES
ENVIRONMENT AND PUBLIC WORKS
SELECT COMMITTEE ON ETHICS
COMMISSION ON SECURITY AND COOPERATION IN EUROPE

May 17, 1993

The Honorable R. James Woolsey
Director of Central Intelligence
Central Intelligence Agency
Washington, D.C. 20505

Dear Director Woolsey:

I am writing to further pursue two related matters I raised with your predecessor, Director Gates, during my tenure as Vice Chairman of the Senate Select Committee on POW/MIA Affairs.

First, on September 10, 1992, I wrote to request that three reports, in addition to all files and actions relating to these reports, be provided to my office in declassified form. These reports and materials date back to 1977 and are referenced in item #1 in the attached copy of my earlier letter.

During the course of the Committee's investigation, similar reports and materials were routinely declassified upon specific request from the Committee in accordance with President Bush's July 22, 1992 Executive Order and General Scowcroft's July 23, 1992 memorandum to executive departments and agencies (copies attached). On occasion, this was done within a few days of the request being made. I hope, therefore, that these reports, and all files and actions relating to these reports, can be forwarded to my office in declassified form in a few days, especially since this is the second request I have made.

Second, I would like to review any documentation you may have, recorded or otherwise, concerning the original reported information and the original source of information pertaining to the above-mentioned report(s) which concerned an account(s) of a

(b)(3)(n)

To date, I have reviewed only a summary of information on these matters in prior meetings last fall with Agency representatives. In addition, a subsequent report sent to me in classified form did not contain the original information as reported to the Agency, or a complete description of the original source of information which your agency has previously referred to as

DIRKSEN BUILDING
SUITE 332
WASHINGTON, DC 20510-3903
(202) 224-3841

THE GATEWAY BUILDING
50 PHILLIPPE COTE ST.
MANCHESTER, NH 03101
(603) 634-6000

46 S. MAIN STREET
CONCORD, NH 03301
(603) 226-0463

ONE HARBOUR PLACE
SUITE 435
PORTSMOUTH, NH 03801
(603) 433-1867

136 PLEASANT STREET
BERLIN, NH 03570
(603) 752-3600

I am grateful for the previous efforts made by the Central Intelligence Agency to comply with requests from the Select Committee on POW/MIA Affairs. Moreover, I believe that the spirit of cooperation which existed between the Senate and your Agency last year enabled our Committee to make progress in its inquiry prior to its termination in January, 1993.

I ask that this spirit of cooperation continue to the present matter at hand.

Sincerely,

Bob Smith

BOB SMITH
United States Senator

enclosures

C05999549

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(3)(c)

(b)(3)

Viewing an archived action from Extral Close

F

Action

RESPONSE TO LETTER OF 28 MARCH 2000 RE: ASSISTANCE IN REVIEWING TWO POW/MIA RELATED REPORTS

Document Number: OCA-01050-00

Date Received: 05/16/2000

Task Instructions:
no value

Request Documents: AAEHAJYX.TIF

Recipients

- SSCI: SHELBY & BRYAN

Additional Document Metadata

OPI	oca_cdocs_lib
Secondary OPI	no value
From	HAYES FOR MOSEMAN
Other Document Number	
Comments	FILED IN POW/MIA FILE
File Code	[2000]
Media Type	PP
Codewords	
Attachments	
Keywords	
Copies	

F

Viewing an archived action from Extral Close

/27/2013

C05999549

Central Intelligence Agency
UNCLASSIFIED//FOUO

Washington, D.C. 20505

OCA 2000-1237
16 May 2000

The Honorable Richard C. Shelby
Chairman
Select Committee on Intelligence
United States Senate
Washington, D.C. 20510

Dear Mr. Chairman:

(U//FOUO) In your letter of March 28, 2000, you asked the DCI for assistance in reviewing two POW/MIA related reports. The first was a 1996 debriefing report controlled by DIA. The second was a 1952 CIA Information Report.

(U//FOUO) DIA has already provided your staff (on a read-and-return basis) access to the DIA debriefing report. The CIA Information Report is an enclosure to this letter.

(U//FOUO) Should you have any quest... hesitate to call me or have your staff ca... (703) 482-8794.

No enclosure

(U//FOUO) An original of this letter is also being sent to Vice Chairman Bryan.

Sincerely,

[redacted]

John H. Moseman
Director of Congressional Affairs

Enclosure

UNCLASSIFED//FOUO

C05999549

Central Intelligence Agency
UNCLASSIFIED//FOUO

Washington, D.C. 20505

OCA 2000-1237/1
16 May 2000

The Honorable Richard H. Bryan
Vice Chairman
Select Committee on Intelligence
United States Senate
Washington, D.C. 20510

Dear Mr. Vice Chairman:

(U//FOUO) In your letter of March 28, 2000, you asked the DCI for assistance in reviewing two POW/MIA related reports. The first was a 1996 debriefing report controlled by DIA. The second was a 1952 CIA Information Report.

(U//FOUO) DIA has already provided your staff (on a read-and-return basis) access to the DIA debriefing report. The CIA Information Report is an enclosure to this letter.

(U//FOUO) Should you have any questions, please do not hesitate to call me or have your staff call Jack Dempsey, at (703) 482-8794.

(U//FOUO) An original of this letter is also being sent to Chairman Shelby.

Sincerely,

[redacted]

John H. Moseman
Director of Congressional Affairs

Enclosure

UNCLASSIFED//FOUO

C05999549

UNCLASSIFIED//FOUO

OCA 00-01650

DCI/OCA/Liaison/JDempsey:blo [redacted] (12 May 2000)
fn: DCI/OCA/Liaison/Jack/POW-MIA.doc
OCA 2000-1237

Distributi[redacted]
Origi[redacted]

Answers: OCA 00-00449

UNCLASSIFED//FOUO

POW/MIA

C05999551

(b)(3)(c) SECRET

Central Intelligence Agency

Washington, D.C. 20505

6 August 1992
OCA 0886-92/1

Mr. J. William Codinha
Chief Counsel
Select Committee on POW/MIA Affairs
United States Senate
Washington, D.C. 20510

Dear Mr. Codinha:

Enclosed is the analysis requested in your letter of July 13, 1992 regarding the photography dated January 22, 1988.

If you need anything further, please contact me.

Sincerely,

Stanley M. Moskowitz
Director of Congressional Affairs

Enclosure

(b)(3)(c)

Downgrade to UNCLASSIFIED When
Separated From Enclosure

(b)(3)(c)

SECRET

OCA 0886-92/1

SUBJECT: Letter to Codinha, POW/MIA Cmte re July 13 Request Regarding Photography January 22, 1988

(b)(3)(c)

OCA/Senate/RWMagner:jah/ [redacted] (4 Aug 92)

[redacted]

(b)(3)(c)

C05999551

(b)(3)(c) [redacted] SECRET

Central Intelligence Agency

30 July 1992

Washington, D.C. 20505

(b)(1)
(b)(3)(n)

MEMORANDUM

SUBJECT: Analysis of Surface Markings Near Muang Tan, Laos (C)

REFERENCE: Senate Select Committee Memo, dated 13 July 1992, Requesting Analysis of [redacted] (C)

(b)(1)
(b)(3)(n)

1. [redacted] showed what appeared to be ground markings resembling possible numbers and letters in rice paddies 500 meters south of the village of Muang Tan, about 43 kilometers southeast of Xieng Khouang provincial town, on Highway 42. These markings resembled (depending on the orientation) "A5!", "K5!", "i5Y", or "iSY" in one rice paddy, and in the other paddy either "07" or "L0". Although a conclusive assessment of the origin and the intent of these markings may never be achieved, recent analysis has provided some additional information that may be useful in determining whether or not these markings can be attributed to a possible American POW/MIA presence. (S [redacted]

(b)(1)
(b)(3)(n)

(b)(3)(c)

2. [redacted]

(S [redacted] (b)(3)(c)

3. Our review [redacted] indicates that the possible markings most likely were associated with the rehabilitation of terraced rice paddy dikes.

(b)(1)
(b)(3)(n)

[redacted] shows the realignment of the rice paddy containing the possible markings resembling "07/L0". The "7/L" marking [redacted] actually resulted from a shadow cast by the rising sun on

(b)(1)
(b)(3)(n)

(b)(3)(c)

[redacted]

(b)(3)(c) [redacted] SECRET

SUBJECT: Analysis of Surface Markings
Near Muang Tan, Laos (C)

an angular but--at the time--disconnected section of terraced dike. [redacted] shows a completed dike with the "7/L"-shaped angle incorporated into a lengthier terrace. The "0" (actually resembling a square with rounded corners) had disappeared by the [redacted] but one side of this round-cornered square had been incorporated into a new terrace dike. However, this shape routinely occurs throughout rice paddies in this region, and may represent a small diked area employed in the growing, harvesting, or processing of rice.

(b)(1)
(b)(3)(n)

- Similar analysis of the [redacted] terraced rice paddy in which the possible "A5!/K5!/i5Y/iSY" marking was previously observed indicated that portions of the possible "5/S", the "!/i" and the "A/K/Y" were also part of an effort to rehabilitate and realign the dike. However, only a portion of the possible markings can readily be attributed to shadow caused by the buildup in height of a section of dike wall. The remainder may result from shadows in depressions--possibly caused by excavation of soil to rebuild the dike.

(b)(3)(n)
(b)(1)

- [redacted] shows that much of the roughly 90,000 square meter paddy area containing the possible markings/shadows had been rehabilitated. The repair and rehabilitation of terraced paddies is a routine occurrence in Southeast Asia. This work generally occurs in the dry season (November through April), after the rice harvest. (S[redacted]

(b)(3)(c)

4. We also reviewed other sources to assess contemporaneous activity in the Xieng Khouang area in 1988.

- There was a small number of [redacted] reports during this time regarding either sightings or the lack of sightings of possible American POWs in Xieng Khouang Province. Evidence cited in many of these is inconclusive, and often contradictory.

- A few Soviet military advisors were involved--at least in the earlier stages--in a long-term effort beginning in

SUBJECT: Analysis of Surface Markings Near Muang Tan, Laos (C)

1975 to upgrade the Xieng Khouang (aka Thong Hai Hin) Airfield. Some probably were still in the area in 1988.

- The Lao resistance was active in Xieng Khouang Province in 1987-1988, although the small size of the insurgency limited it to hit-and-run attacks against government outposts in the countryside. This may account for some reports of unusual activity.

- In 1986, the US Embassy Vientiane reported on an ongoing ordnance disposal effort by the Mennonite Central Committee. The Mennonites reportedly were given access to Xieng Khouang Province (and the western sections of Savannakhet) beginning in 1977, but we are unaware if this access has produced any significant reporting of a possible POW/MIA presence. (S [redacted]

(b)(3)(c)

Attachments:

1. Explanation of Graphics
2. Line Drawing
3. [redacted]
4.

(b)(1)
(b)(3)(n)

(b)(3)(c)

SECRET

[redacted]

ATTACHMENT 1 OF 4

Explanation of Graphics of Possible POW/MIA Markings

The attached graphics are based on analysis of terrain features at two rice paddies in Laos. The black and white drawing (Attachment 2) provides a view of the estimated 90,000 square meter area in question, along with the drafter's representation of the possible markings present at that location. Attachments 3 and 4 are computer enhancements using color application to show variations in the appearance of possible markings against the paddy background. Attachments 3 and 4 have been subdivided into two [redacted] of the same location for comparison of the possible marking with and without the color enhancement. (C)

(b)(1)
(b)(3)(n)

[redacted]

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(b)(3)(c)

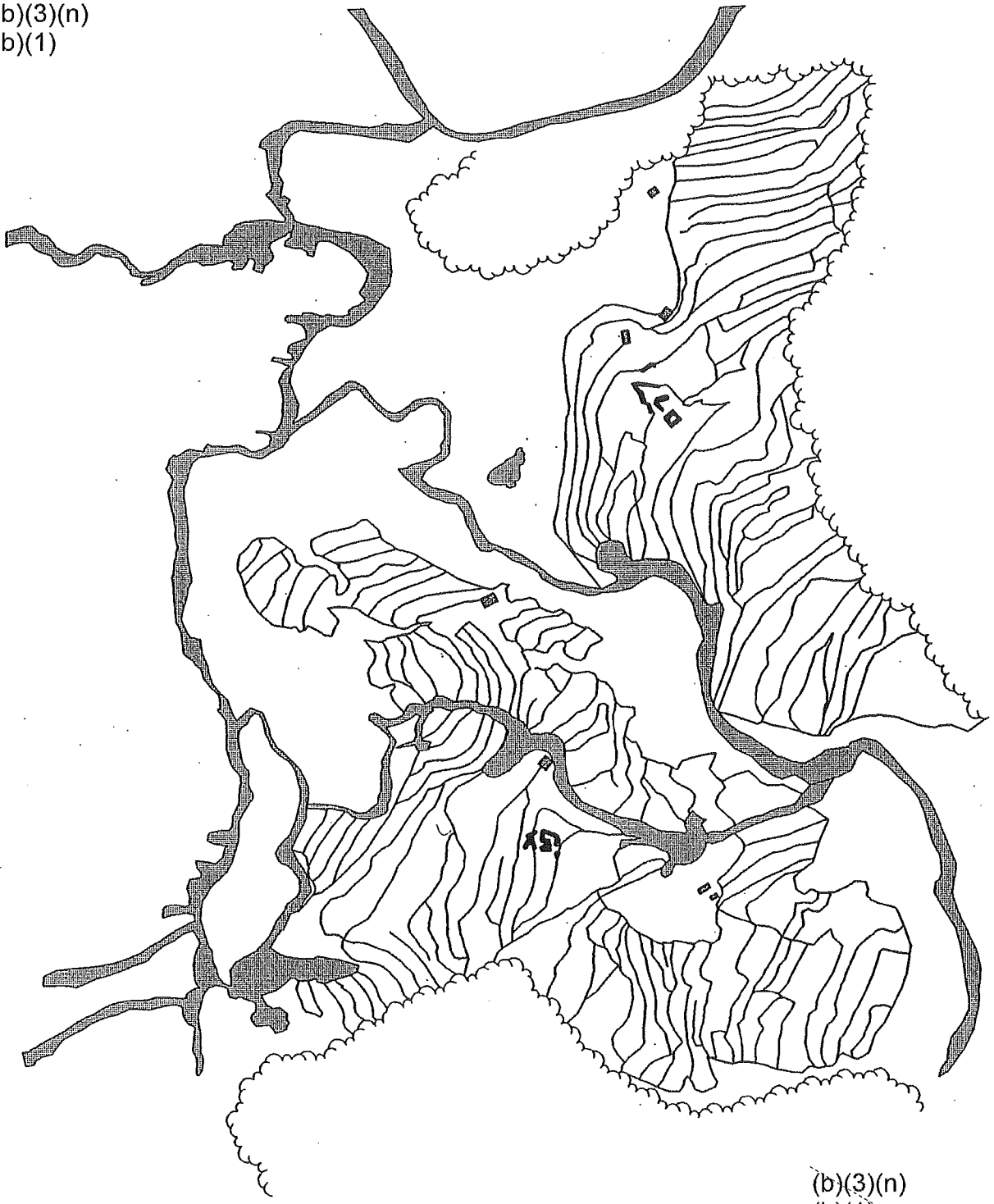
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Attachment 2 of 4

Surface Markings
Muang Tan, Laos
22 January 1988

(b)(3)(n)
(b)(1)



(b)(3)(n)
(b)(1)

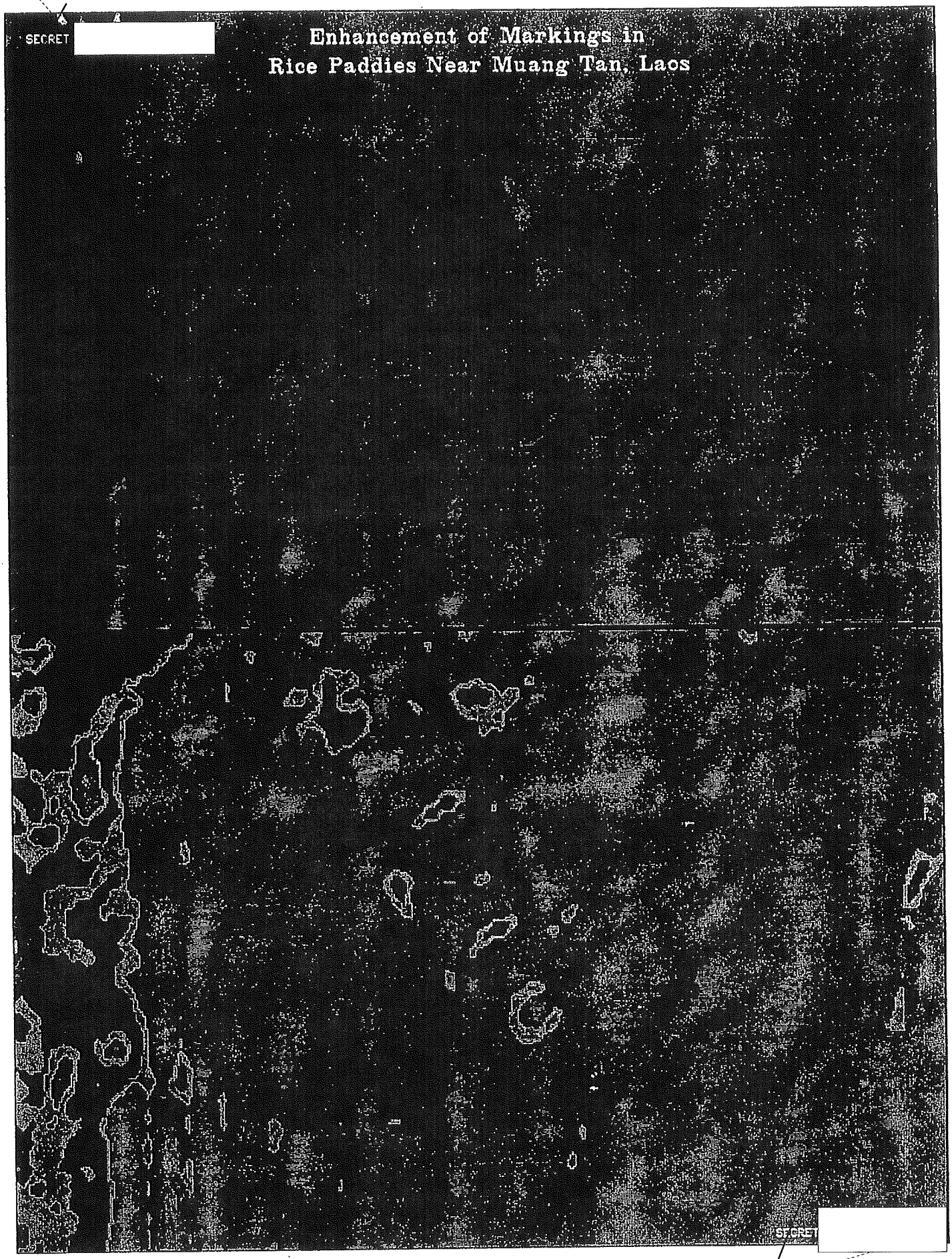
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(b)(3)(c)

SECRET [redacted]

Enhancement of Markings in Rice Paddies Near Muang Tan, Laos



SECRET [redacted]

(b)(3)(c)


SECRET
Enhancement of Markings in
Rice Paddies Near Muang Tan, Laos
SECRET

(b)(3)(c)

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(b)(3)(c)

Central Intelligence Agency

Washington, D.C. 20505

6 August 1992
OCA 2653-92

Mr. J. William Codinha
Chief Counsel
Select Committee on POW/MIA Affairs
United States Senate
Washington, D.C. 20510

Dear Mr. Codinha:

Your letter of July 14, 1992 to the National Security Council asked, in part, that the CIA Inspector General review its files for any documents or reports on the POW/MIA issue. This letter is to advise you that such a search has been undertaken and no documents or reports responsive to your request have been found.

Sincerely,

[redacted]

Robert W. Magner
Deputy Director for Senate Affairs

OCA 2653-92

SUBJECT: Letter to Codinha, POW/MIA re IG Search

OCA/Senate/RWMagner:jah [redacted] (6 Aug 92)

[redacted]

C05999554

CENTRAL INTELLIGENCE AGENCY
Office of Inspector General

(b)(3)(c)

30 July 1992

ALL REDACTIONS IN THIS DOCUMENT ARE MADE PURSUANT TO EXEMPTION (b)(3)(c)

NOTE FOR: Robert W. Magner
Deputy Director for
Senate Affairs

Bob,

Per your request of 17 July 1992, a search of OIG records indices and files has failed to locate any IG material on the POW/MIA issue.

[redacted]

Bertram F. Dunn
Deputy Inspector General

C05999557

SECRET

[redacted]

(b)(3)(c)

7 August 1992

MEMORANDUM FOR: C/EA/ICOG

INFO: Mr. Robert Magner, OCA/Senate

FROM: C/EA/ICOGPOW

SUBJECT: Visit by Senate Committee Investigator Bob Taylor on 7 August 1992

1. Mr. Taylor was in our office this afternoon, to read the cable traffic I had extracted for him concerning the Vientiane intercept of late 1980. He was pleased with the work I had done in locating all the cables, and with the summary (attached) I had written of the incident. He asked whether he could have a copy of the summary. I said I believed so, as long as it remains classified. I have removed the two cryptonyms from my original version of the memo ([redacted] (b)(1) (b)(3)(n) and suggest the attached version it be passed to him, still classified SECRET.

2. Bob asked about a November 1979 intercept involving [redacted] and NSA. He had some references to this, terminating with a February 1980 cable. I had already checked our 1979 files, since he had earlier asked for any intercepts from 1979; we had nothing on this. The Committee is talking to NSA on this, but apparently without much luck.

3. Bob asked me to check out our [redacted] files for early 1981, to see whether there was any record of a Vietnamese offer of return of American POW's in exchange for the $4-plus billion in economic aid which they said they had been promised by President Nixon. The offer was supposedly conveyed in Beijing by a Vietnamese who approached a Canadian diplomat there. How it got back to Washington (through Ottawa, possibly) is unclear, but according to Bob Taylor, Director Casey was aware of it at an NSC meeting in early 1981. I then reviewed our files, but found nothing. I said there was also no reference to it in the Executive Registry files which we had just reviewed, in response to a Committee request. I said I believed our Directorate had checked carefully on this while I was away (in China Operations, etc.) but had found nothing on it. Bob found it odd that Director Casey (or his myrmidons) did not take notes at the NSC meetings, and that there was no record of such meetings. He asked if it was possible for a message from Beijing to have gotten to the Director, and not be in our

SECRET

files. Yes, I said, it could have been handled in a sensitive channel; yet people who had been in Beijing Station at that time did not recall the incident. I said if it was operational and involved POW's, it should have reached our files. I said I would check again, nevertheless. I will check with Dick Tansing on Monday on this. I believe he told me that it was thoroughly checked out when I was on leave.

4. Bob started looking around the room at the files rather longingly, as he asked me what other files we had. I described some of them, to which he kept replying, "Will we see those?". He saw that we had files on the shelf which pertained to some well-known American POW-hunters, for example. He said it would look bad if the Senate Committee could only tell the American public that while the CIA had many POW files, the Committee had been unable to see them. I said the policy was as before: if they wish to see something, they have only to request it, and we will respond; but as Director Gates had indicated, they could not simply peruse all the files. He again expressed a desire to review the MPVANISH files in their entirety. He (again) said it might take a letter from the Committee to the Director to get this going. I said the Director had already turned down that very request. I tried to appear positive and helpful, but he said ours is the only agency which has not made its files completely available to the Committee.

5. On the way out Bob said he did not see how the Committee could complete its work by the end of this year. However, he said he will be looking for another job in any event. He did not know (or didn't say) where he will go.

C05999557

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18 June 1992

MEMORANDUM FOR THE RECORD: Cable Traffic Requested by Senate Select Committee Investigator Robert Taylor

1. On 12 June 1992 Mr. Taylor requested "any items concerning intercepts during 1980, especially the latter half". Perhaps he saw reference to the alleged intercept described below, while perusing NSA files. In searching our operational files, I found a number of documents, all relating to this intercept and its aftermath, and dating from 26 November 1980 to 6 March 1981. These are described as follows.

2. On 26 November 1980 Udorn Base reported that the Thai military organization SOD-121 provided a report sourced to Field Team 213 and subsourced to a "tel-con intercept" of a 23 November message from the Vientiane telegraph office to the Oudomsai telegraph office. The message said 16 Thai and 20 American POW's from Oudomsai would be transported to Phong Kheng Camp in Vientiane by 28 November. Team 213 thought this might mean that the POW's would be released, possibly on Lao National Day on 2 December. Another source reported that Team 213 had also obtained a Lao document giving parallel information. A translation of the alleged intercept was provided two days later.

3. Headquarters directed the Bangkok Station to try to authenticate this report on an urgent basis, and later suggested that low-level observation of activities at the Phong Kheng Compound might be arranged. On 28 November CIA sent a memorandum to State and DIA describing the intercept, and noting that the report should be treated with considerable skepticism pending receipt of further information. The two locations cited in the report appeared unlikely as holding areas for American POW's. Headquarters also noted that the intercept did not appear related to an earlier report alleging that 30 American POW's were being held near Nhommarath, Khammouan Province (the genesis of our reconnaissance operation). In the Thai government, only the Prime Minister and Royal Thai Army chief of staff had been notified. Queried by Udorn Base, the Thai SOD-121 commander said the intercept had come from "a new and untested source working in the Vientiane telegraph office", who had seen (or heard) the message. He also said there was no tape of it, and that there was no mechanical means to intercept it.

4. Bangkok asked Udorn to try to obtain further details on

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how the message was acquired, including the type of communications equipment in the Vientiane telegraph office, whether the messages were sent in clear text or code, and whether landlines or radio was used. Udorn Base suggested asking the U.S. Embassy in Vientiane to assist, and this was done from Washington. The embassy was asked to observe and report unusual activity at the Phong Kheng compound.

5. On 29 November Udorn Base reported additional information on the intercept, as provided by the Thais. Team 213 said it had intercepted the report at Nong Khai on a PRC-25 transceiver. The message was dated 8 November and the radio message dated 18 November, though it was not transmitted until 26 November. It was in code, but the code was broken by a Lao member of Team 213, who had defected from the Lao army with "key sheets". The SOD commander provided copies of documents provided by the same asset; these were Lao Central Committee orders. The Thai provided the raw text, and the translation of the intercept. CIA asked NSA to check the authenticity of the message.

6. On 3 December Udorn Base obtained from SOD-121 hard copies of the encoded message transmitting the POW order, and also an order concerning logistical support, as well as copies of Central Committee documents containing almost the same information. Headquarters sent a copy of the encoded message to NSA for its analysis and comments.

7. NSA analyzed the enciphered message as originally intercepted by the Thais, and confirmed the accuracy of the Thai decipherment and translation, including the reference to 20 American POW's. NSA was to examine tapes from its remote collection facility in Northern Thailand, in an effort to confirm that the message was actually transmitted. NSA would disseminate information on the intercepted message, while CIA would disseminate any information on the related documentary material. Headquarters commented that while the presence of American POW's was still doubtful, the supporting evidence gave this report more substance than was normally the case with reports of POW's.

8. We received another unconfirmed report from the Thais saying the prisoners would arrive at Attapou from Vientiane on 7 December. Headquarters asked Bangkok to ask NSA in Bangkok to try to identify any aircraft movement related to this report. COS, Bangkok briefed the U.S. ambassador, who was highly skeptical of the report. On 9 December NSA Bangkok reported there had been no Soviet, Vietnamese or Lao aircraft activity from Vientiane to Oudomsai from 27 November to 8 December, or

from Vientiane to Attapou from 5 to 8 December.

9. Udorn Base reported its intensive effort to authenticate the sourcing of Lao documents as well as the intercept. The source of the documents was identified by a Thai officer as a man named VONG. However, numerous discrepancies were found in the documents VONG provided: all seemed to be typed on the same typewriter; words and titles were misspelled consistently in various documents, etc. Consequently the documents might be fabrications. Since some of the information in the documents was echoed in the Team 213 coded intercepts, this suggested those might be fabrications as well.

10. On 13 December we were still awaiting NSA's attempt to isolate the message allegedly sent from Vientiane to Oudomsai. On 17 December Bangkok reported that on 28 November the Royal Thai Air Force recorded a flight, believed to be an AN-26, from Long Chieng to Vientiane, and another plane suspected to be an AN-26 landed from the north at Attapou on 7 December. Also on 17 December, an exhaustive search by NSA failed to detect the message allegedly sent from Vientiane to Oudomsai. While this did not constitute proof of fabrication, it added to our skepticism.

11. Udorn Base reported that a Thai intercept operator, given the encoded meaages concerning POW's and the Lao quartermaster department, broke the messages, but noted several inconsistencies in the POW message. These problems centered primarily around improper usage of the Lao language, similar to the problems noted earlier in the documentary reports.

12. Udorn Base reported that on 30 December Team 213 allegedly intercepted a 27 December message saying American and Thai POW's were to be removed from Attapou Province by air on 28 December. The message was supposedly sent from Vientiane to Attapou. Team 213 said the POW's were being moved due to Thai knowledge of their presence, "because the CIA wanted to check on the reliability of the document which was received by the agent at Nong Khai". Team 213 agreed to provide the encoded message for examination, but said no recording had been made of it. This seemed suspicious. Udorn felt a fabrication was occurring.

13. On 20 January 1981 the Thai source of several POW reports was polygraphed by CIA. The test did not support numerous assertions, among them his statement that he had not conspired with anyone at the 213th intercept unit to provide false information. On 6 March 1981 Bangkok Station asked Headquarters to tell DIA that the original Thai service report (the intercept) was part of a fabrication net.

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(b)(3)(c)

Central Intelligence Agency

Washington, D.C. 20505

11 August 1992
OCA 2461-92/3

The Honorable John F. Kerry
Chairman
Select Committee on POW/MIA Affairs
United States Senate
Washington, D.C. 20510

Dear Mr. Chairman:

In your letter of June 24, 1992, you requested access to information pertaining to the ongoing POW/MIA investigation that may be contained in The President's Daily Brief. We have just completed a search of this publication for the period 1972 to 1992. Our search revealed a number of entries concerning US POWs, almost all of which date to the latter stages of the war in Southeast Asia.

In accordance with our letter of July 24, 1992, a chronology and summary of these entries has been prepared and can be reviewed by appropriately cleared Committee staff at CIA. Your staff should contact my office to arrange access to this information.

An original of this letter is also being sent to Vice Chairman Smith.

Sincerely,

Stanley M. Moskowitz
Director of Congressional Affairs

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Central Intelligence Agency

Washington, D.C. 20505

11 August 1992
OCA 2461-92/4

The Honorable Bob Smith
Vice Chairman
Select Committee on POW/MIA Affairs
United States Senate
Washington, D.C. 20510

Dear Mr. Vice Chairman:

In your letter of June 24, 1992, you requested access to information pertaining to the ongoing POW/MIA investigation that may be contained in The President's Daily Brief. We have just completed a search of this publication for the period 1972 to 1992. Our search revealed a number of entries concerning US POWs, almost all of which date to the latter stages of the war in Southeast Asia.

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An original of this letter is also being sent to Chairman Kerry.

Sincerely,

Stanley M. Moskowitz
Director of Congressional Affairs

OCA 2461-92/3

SUBJECT: Letter to Kerry/Smith, POW/MIA Cmte re Access to DO Files and President's Daily Brief

OCA/Senate/[redacted]jah/[redacted] (11 Aug 92)

[redacted]

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Central Intelligence Agency

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Washington, D.C. 20505

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OCA 2690-92
12 August 1992

Mr. Bob Taylor
Select Committee on POW/MIA Affairs
United States Senate
Washington, D.C. 20510

Dear Mr. Taylor:

In response to your letter of July 29, 1992 and in accordance with your follow-up conversations with myself and officers in the Office of Imagery Analysis, forwarded herewith are the unclassified reports you requested including two briefing boards.

As you will appreciate, considerable effort has gone into this response, and I hope that it is useful to the Committee and satisfies your needs.

Sincerely,

[redacted]

Robert W. Magner
Deputy Director for Senate Affairs

Enclosures
1. 2 Copies of Report
2. Briefing Board - Dong Mang, Vietnam
3. Briefing Board - Ban Kouanpho, Laos

OCA 2690-92

SUBJECT: Letter to Bob Taylor, POW/MIA re 29 Jul Request

OCA/Senate/RWMagner:jah (12 Aug 92)