

STATEMENT PERTAINING TO EMERGENCY EVACUATION FLIGHT OF  
AIR AMERICA, INC. [C-47 #994] ON 29 APRIL 1975

ON THE MORNING OF 29 APRIL, I WAS FLOWN BY HELICOPTER FROM MY RESIDENCE AT THAT TIME TO THE AIR AMERICA RAMP AT [TAN SON NHUT.] UPON ORDERS FROM THE CHIEF PILOT I PROCEEDED TO [AIRCRAFT #994] WHICH WAS MY ASSIGNED AIRCRAFT TO FLY IN CASE OF EMERGENCY EVACUATION. THE AIRCRAFT WAS LOADED WITH AIR AMERICA PERSONNEL, A TOTAL OF [26] AND I DEPARTED THE RAMP AT APPROXIMATELY 0310Z. TAKEOFF WAS APPROXIMATELY 0315Z. THE FIRST PHASE OF FLIGHT WAS NORMAL AND I PROCEEDED SOUTHEASTWARD TO IMPLEMENT MY "CANNED" FLIGHT PLAN FOR [BRUNEI.] HOWEVER, THE AIRCRAFT WAS SHORT OF FUEL FOR THIS FLIGHT. I DETERMINED THAT I HAD AT MOST 550 GALLONS ON BOARD AT TAKEOFF. I THEREFORE CHANGED TO MY "ALTERNATE" PLAN AND PROCEEDED TO [UTAPAO IN THAILAND.] THIS COURSE OF ACTION WAS INFLUENCED BY THE CONDITIONS AT [CON SON ISLAND] WHICH PROHIBITED USE OF THIS FIELD FOR REFUELING ---- A CONTINGENCY PLAN WHICH FAILED DUE TO UNEXPECTED USE BY OTHER THAN AAM REFUELING AIRCRAFT.

THE FLIGHT WAS NORMAL AND A CLEARANCE OBTAINED FOR [UTAPAO] WHERE WE LANDED AT 0803 --- [4+48 HOURS OF FLYING.]

THE AIRCRAFT WAS OFFLOADED AND CLEARED BY AIRPORT AND IMMIGRATION/CUSTOMS PERSONNEL. TEN OF THE PASSENGERS WHICH WERE VIETNAMESE WERE OFFLOADED. THE AIRCRAFT WAS REFUELED AND AT 1322Z WE DEPARTED FOR [BANGKOK] ARRIVING AT 1405Z---- BLOCK IN AT 1410.

THE AIRCRAFT WAS PARKED BY ME ON THE MAIN RAMP --- [PASSENGERS OFFLOADED AND WE ALL PROCEEDED THROUGH AIRPORT FORMALITIES, THEN

APPROVED FOR  
RELEASEDATE:  
13-Mar-2009

PROCEEDED TO BANGKOK CITY.]

ON 8 MAY I PROCEEDED TO [HONG KONG ON THAI FLIGHT #602]  
AT THE REQUEST OF [MR. SIG LARSON, COMPANY REPRESENTATIVE AT  
BANGKOK.]

[CAPTAIN A. J. RISCHMAN]  
AIR AMERICA, INC.

CREW:

[CO-CAPT. R. VAN HELLEN (TO VTBU ONLY)]  
[CO-CAPT. R. YOUNG]