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AMD Superintendent F. G. Vizcarra standing on the base of the knock-down engine change hoist he designed.



The portable engine hoist being used to change a Garrett TPE 331 turbo-pro engine on a Porter PC-6 plane.

## COMMENDATION

December 14, 1967

Mr. William Cain  
Air Operations,  
USAID  
Saigon, Vietnam  
Dear Mr. Cain:

Before leaving Saigon, I want you to know how much I appreciated the quick thinking and resourcefulness of the Air America helicopter crew which took my wife to safety from Dak Son, under fire, then returned to rescue me and my party.

It is my feeling that Captain James W. Davis, the pilot; Captain Lawrence G. Stadulis, the co-pilot; and C. W. Kelley, flight mechanic, deserve the highest commendation. USAID and Air America should be proud of these men and their courage in a difficult situation.

Sincerely yours,

CHARLES H. PERCY  
United States Senator

HELICOPTER  
DB 198



The commended crew: (l. to r.) Flight Mechanic C.W. Kelley; Captain James W. Davis and First Officer Lawrence G. Stadulis standing in front of a Bell 204B.



## VIZCARRA'S HOIST

by: Boyd D. Mesecher MTS/SGN

Out-station recovery of aircraft requiring engine changes has always presented somewhat of a problem when it comes to what to use for lifting the heavy powerplants. Until now, we had to disassemble one of the big "A" frame hoists at Saigon, load it in a large cargo-type aircraft and fly it to the grounded plane. There, the hoist had to be reassembled.

One of our more senior maintenance men, AMD Superintendent F. G. Vizcarra, reviewed the problem on his own initiative and designed an engine hoist for turbine-powered planes using a portion of a helicopter engine hoist that had been borrowed on a long term basis.

Vizcarra's new, knock-down hoist can be quickly disassembled and transported to a disabled aircraft using the smallest plane we operate. This has improved our safety factor in handling engine changes as well as reduced our shipping cost.

The cost for the new hoist was slightly under US\$50.00. Two hoists have already been built for SGN and two more are under construction—one for Danang and one for Nha Trang.

\* \* \* \* \*

## FOR THE 48 NEEDIEST

SGN initiated a vigorous campaign to help approximately 48 Vietnamese employees . . . whose 'loss and discomfort' (after Tet) should be described more accurately as tragedy. Five of these persons were killed; an estimated 164 were completely burned out, and are now virtually . . . without any shelter . . . About five families are still missing . . . in places like Go Vap . .

"Air America is doing everything possible, doling out huge amounts of . . . emergency rations, lending interest-free money . . . It is not enough."

AAM has appealed for money, anything, to help the needy . . . The instant response was heartening: Vietnamese, TCNs and Americans alike started pouring in money and supplies. Of particular note is AAM Captain Fred E. Anderson who, alone, contributed " . . . a room full (to the ceiling) of clothing, medicines, etc. . . ." Sometime ago he collected the stuff himself in the U.S. and shipped it to S. Vietnam with his personal effects, intending to give it to an orphanage in Go Vap—which is now overrun by the Viet Cong.

### Air Facts

Do you know which are the five largest air carriers in the world (in terms of number of aircraft operated as of Jan. 1, 1967)? see p. 8.