

BIRD & SONS, INC.

GENERAL CONTRACTORS

VIENTIANE, LAOS

AIR DIVISION

10th June 1965

CABLE ADDRESS:

BIRDSON, VIENTIANE

POST OFFICE BOX NO. 392

TO : Chief Pilot
FROM : J. MacFarlane
SUBJECT : Incident of 6 June 1965

The undersigned departed L-08 on 6 June 1965 enroute to LS20A at 0015Z and the weather was typical early morning type for June being low stratus clouds with rain and light turbulence.

In the vicinity of Ban Na Lueng another aircraft reported that alternate was open although the clouds were low scattered and broken with vis about 3 or 4 miles.

I found a hole about 1 mile SE of LS20A and it appeared safe to descend whereas my destination was reported open. At this time same moment XW PCB piloted by Bob Main departed LS20A and verified the WX was VFR.

Upon reaching about 3500' indicated I turned west to enter 20A through the SSE GAP and found it necessary to proceed to the east side of 20A due to WX. Being unable to enter the area from the east side or to proceed to Santong I then returned to an area SE of LS20A seeking the original hole I had descended through. By this time the WX had closed in from the west and I knew I would have little time to get out of the area. The ceiling was very low and visibility was deteriorating rapidly so I advised my kicker to throw out the cargo except for about 500 pounds of metal corrugated roofing material.

One tiny hole with sunshine was in sight and I elected to climb thru it. Upon lining the a/c up on this hole I looked back to see how the kicker was doing with the load and realized he was having an argument with the merchant who was trying to prevent the ditching of his 1,000 pounds (approx) of commodities. I yelled at the merchant and turned on the drop bell and out went the load as well as the metal roofing, much to my chagrin.

With the load being discharged I was able to establish a fairly good climb rate (EST 750' per min) with 96 mph. It was evident I was not able to clear Pa Dong ridge at this time and turning back was not feasible due to bad WX so I lowered my flaps to the 19 $\frac{1}{2}$ ° position and was able to clear the ridge by a few feet. Sight 5 was just over the ridge and although it was again necessary to proceed on instruments it was not of concern for the terrain is favorable to the northeast.

Of great concern at this time was the metal roofing that had wrapped around the tail while being thrown out seconds before. The controls started to shudder excessively so I climbed to 10,000 feet on top and proceeded to L35 with PCE and PBJ intercepting me.

BIRD & SONS, INC.

GENERAL CONTRACTORS

VIENTIANE, LAOS

AIR DIVISION

10th June 1965

POST OFFICE BOX NO. 392

CABLE ADDRESS:
BIRDSON, VIENTIANE

TO : Chief Pilot
FROM : J. MacFarlane
SUBJECT : Incident of 6 June 1965

SECRET CIA
CAMP

The undersigned departed L-08 on 6 June 1965 enroute to LS20A at 0015Z and the weather was typical early morning type for June being low stratus clouds with rain and light turbulence.

In the vicinity of Ban Na Lueng another aircraft reported that alternate was open although the clouds were low scattered and broken with vis about 3 or 4 miles.

I found a hole about 1 mile SE of LS20A and it appeared safe to descend whereas my destination was reported open. At this time same moment XW PCB piloted by Bob Main departed LS20A and verified the WX was VFR.

Upon reaching about 3500' indicated I turned west to enter 20A through the SSE GAP and found it necessary to proceed to the east side of 20A due to WX. Being unable to enter the area from the east side or to proceed to Santong I then returned to an area SE of LS20A seeking the original hole I had descended through. By this time the WX had closed in from the west and I knew I would have little time to get out of the area. The ceiling was very low and visibility was deteriorating rapidly so I advised my kicker to throw out the cargo except for about 500 pounds of metal corrugated roofing material.

One tiny hole with sunshine was in sight and I elected to climb thru it. Upon lining the a/c up on this hole I looked back to see how the kicker was doing with the load and realized he was having an argument with the merchant who was trying to prevent the ditching of his 1,000 pounds (approx) of commodities. I yelled at the merchant and turned on the drop bell and out went the load as well as the metal roofing, much to my chagrin.

With the load being discharged I was able to establish a fairly good climb rate (EST 750' per min) with 96 mph. It was evident I was not able to clear Pa Dong ridge at this time and turning back was not feasible due to bad WX so I lowered my flaps to the 19 1/2° position and was able to clear the ridge by a few feet. Sight 5 was just over the ridge and although it was again necessary to proceed on instruments it was not of concern for the terrain is favorable to the northeast.

Of great concern at this time was the metal roofing that had wrapped around the tail while being thrown out seconds before. The controls started to shudder excessively so I climbed to 10,000 feet on top and proceeded to L35 with PCE and PBJ intercepting me.

Upon my instructions the kicker was watching the two pieces of metal wrapped around the horizontal stabilized and advised when one piece departed. This eliminated the severe control vibration so I turned to Vientiane where I landed safely at 0245Z.

NOTE: I decided against a spiral out of the valley due to being at 3,000 indicated with mountains ranging up to 5 to 6000 in the immediate area and a ceiling OK 3500' indicated.

J. MACFARLANE

Philippine Office:

PHILIPPINE ROCK PRODUCTS, INC.
J. Rizal Street
Mandaluyong, Rizal
Philippines
Telephone: 6-47-46, 6-77-75
Cable: PHILROCK, Manila

General Office:

BIRD & SONS, CO.
120 Montgomery Street
San Francisco, California
U. S. A. 94104
Chief Flight Operations
Aviation Manager
Cable: BIRDSON, San Francisco.

Thailand Office:

BIRD & SONS, INC.
25/12 Pibul Songkram Road,
Ampur Dusit, Bangkok
Thailand
Telephone: 49001
Cable: BIRDSON, Bangkok