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Los Angeles Times

LARGEST CIRCULATION IN THE WEST, 1,045,479 DAILY, 1,236,066 SUNDAY

VOL. XCIV

FOUR PARTS—PART ONE

CC

SATURDAY MORNING, APRIL 5, 1975

72 PAGES

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Los Angeles Times

DAILY 10c

Fed Can Act as King Midas —or Scrooge

Managers of Money
Supply, Credit Fail in
Both Roles, Critics Say

BY PAUL E. STEIGER
Times Staff Writer

WASHINGTON—A frequent ritual for any President's economic advisers is to take a short trip from the White House down Constitution Ave. and have lunch at the marble-hewn headquarters of the Federal Reserve System.

"The food is always good," says a man who has made the trip many times, "but on the whole you don't get very much information."

Nobody gets very much information from the Federal Reserve.

Its 19 leaders—the seven members of the board of governors and the presidents of the 12 Federal Reserve banks—meet here every four weeks behind closed doors.



ON DOOMED FLIGHT—Vietnamese orphans with their bottles are dwarfed by seats of a C-5A plane that crashed near Saigon shortly after this photo was taken. Below, crash site with burning wreckage.

AP Wirephoto

Help or Earn Traitor Label--Thieu to U.S.

Loss of Support Has Caused Loss of
Morale, He Says; Won't Step Down

From Times Wire Services

SAIGON—President Nguyen Van Thieu said Friday the United States must honor its pledges of aid to South Vietnam or American would earn "the label of traitors."

Plane Carrying Viet Orphans Crashes; 178 Die

From Times Wire Services

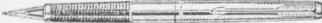
SAIGON—The first official U.S. mercy airlift of Vietnamese war orphans ended in flaming disaster Friday when an Air Force cargo plane carrying 305 persons crashed in a

In an hour-long address that broke a two-week silence on the Communist offensive, Thieu ordered formation of a new government, resisting continuing demands that he step down to open the way for a political grouping that might deal with the Communist side and reach a negotiated settlement of the war.

Thieu said that in an effort to rebuild morale and fighting spirit among the South Vietnamese, he had accepted the resignation of Prime Minister Tran Thien Khiem and his cabinet.

Nguyen Ba Can, chairman of the National Assembly since 1972, had agreed to become prime minister and

The new Parker 180



One pen. One point.
Two ways to write.

PARKER

The Japan Times

'All the News Without

79th Year No. 27,398

日刊 © The Japan Times 1975

SATURDAY, APR

Plane Carrying 243

Ceausescu Arrives S. Vietnam For 6-Day State Visit To Comm

Romanian President Nicolae Ceausescu arrived here Friday for a six-day state visit, his first to Japan.

He was accompanied by his wife Elena, and Romanian officials, including Deputy Premier Cheorghe Oprea, Foreign Minister Cheorghe Macovescu and Chemical Industry

visit Japan in May 1972. But his visit at that time was canceled due to unavoidable circumstances of Japan and Romania.

Ceausescu and his party were met at the Tokyo International Airport by Ambassador to Romania Ryoko Ishikawa and his wife: Toshio

immediately escorted to the Government Guesthouse, where official welcoming ceremonies were held.

The President and his wife were received by the Emperor and Empress, Crown Prince and Princess, Prime Minister Takeo Miki and other dignitaries.

SAN DIEGO, Calif. (Kyodo-
Reuter) — President Gerald
Ford said Thursday he did not
anticipate the fall of Vietnam
to the Communists, but he
acknowledged the situation was
grim and regretted he did not
have the military power at his
disposal to deter further ag-
gression.

He told a press conference

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Japan Times



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SATURDAY, APRIL 5, 1975

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Big 243 Orphans Crashes

S. Vietnam Will Not Fall To Communists: Ford

Over 100 Survive; 296 Were Aboard

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Reuter) — President Gerald
Ford said Thursday he did not
anticipate the fall of Vietnam
to the Communists, but he
acknowledged the situation was
grim and regretted he did not

“And we call on North Viet-
nam to permit the movement
of refugees to areas of their
choice.”

Ford expressed dismay that
South Vietnamese President
Nouven Van Thieu had not in-

could lead to a cease-fire
which would permit the evac-
uation of refugees.

He said it was not for him
to tell President Thieu what
to do and in any case he did

SAIGON (AP) — A giant U.S. Air Force C5A
Galaxy transport crashed in flames Friday with 296
persons aboard, including 243 Vietnamese orphans
that were being flown to the Philippines and the
United States, the U.S. Embassy announced.

The embassy said first re- that normally accommodate

Over 100 Survive; 296 Were Aboard

SAIGON (AP) — A giant U.S. Air Force C5A Galaxy transport crashed in flames Friday with 296 persons aboard, including 243 Vietnamese orphans that were being flown to the Philippines and the United States, the U.S. Embassy announced.

The embassy said first reports indicated possibly 100 of the children and 10 to 15 adults survived. Authorities at a hospital said 63 babies, eight crew-

that normally accommodate three adults on the upper passenger deck; strapped to the floor on the lower cargo deck. Many screamed in fright as



AP Radiophoto

Nurses Myrna Fisher (left) and cousin Mary Fisher hold six of 55 Vietnamese orphans who were flown into Oakland late Wednesday night. They are shown with the orphans at the home of Myrna Fisher's sister in Sacramento, Calif. Thursday morning. Two of the babies will stay in Sacramento and the other four will be taken to the Los Angeles area.

Americans Enthuse Over 'Orphans'

NEW YORK (AP) — "This has been a great outpouring of human compassion," said Elizabeth Manning, one of the many persons working, volun-

said, "this situation has touched everyone."

In their homeland, Vietnamese mothers were tearfully offering their children for adop-

Fund — an organization backed by an American adoption agency, Welcome House, of Doylestown, Pa. VACF runs two children's homes in Sai-

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昭和四十四年一月二日 東京新聞特別版 第一七五頁 (日経)

PACIFIC
STARS AND STRIPES

15¢

Vol. 31, No. 95

AN AUTHORIZED UNOFFICIAL PUBLICATION FOR THE U.S. ARMED FORCES OF THE PACIFIC COMMAND

Sunday, April 6, 1975

178 DIE ON BABYLIFT

Suspect Sabotage in C5A Crash

WASHINGTON (AP) —Military sources said Friday there was a "definite possibility" that sabotage might have caused the crash of a C5A transport plane loaded with South Vietnamese orphans.

They said there is suspicion of possible sabotage because the cargo doors of C5As are so built that the pilot's controls should not be affected if the doors blow out.

A team of Air Force experts will investigate this and other possibilities when it visits the crash site probably Saturday. The team is coming from Thailand.

The report came as government officials said the airlift of Vietnamese to the United States will continue despite the tragic crash.

The Pentagon reported earlier that the pilot of the stricken C5A which crashed near the Saigon airport said he lost all elevator, rudder and flap con-

(Continued on Back Page, Col. 4)



ANGUISH SHOWS ON THE FACES OF WOMEN CARRYING BABIES WHO SURVIVED THE CRASH.

AP

Faces in Pictures Come to Life

Orphans Who Made It Delight New Parents

By The Associated Press

"She is everything we ever wanted."

That's how Adele Kolinsky of Spring Valley, N.Y., summed up her feelings Friday after meeting Nguyen Thi My Huong the three-year-old Vietnamese girl she had adopted.

The girl, whose new name will be Robyn Lan, arrived at New York's La Guardia Airport



remainder went to other East Coast points.

One of the two who got off went home with Mrs. Thomas Pope of Calhoun, Ga. "We're going to go home and have some breakfast and see if this little girl will have a nap. We've waited a long time for this. We've been watching her grow for a long time through pictures in the mail."

An air of gloom settled over the Boulder, Colo., offices of

our care, ... assistant director of the group.

day morning that air of ...

Could See Hole in Back of Plane: Sgt. Pan Am Evacuating 400 Tots

By PETER O'LOUGHLIN

SAIGON (AP)—The pages of a Donald Duck comic book flipped in the wind.

A baby's bottle, a flight manual, cushions, clothing, and molten pieces of metal were scattered around in the burning grass.

Headless bodies were buried in the mud.

It was the crash site of a U.S.

The sudden whoosh of air out of the cabin of the plane, the largest in the world, was the first sign of the imminent tragedy.

Air Force Sgt. Jim Hadley, a Sacramento, Calif., medical technician topping his two weeks of reserve training with what he thought would be just a weekend flight to Saigon, knew right away the plane was in a decompression condition.

the back of the plane, you could see the sunlight streaming in.

"Things started flying around. Eyeglasses. Pens. Pieces of insulation tore off the ceiling. The pillows exploded. They were plastic lined.

"That went off for a little while until the air stopped. By then the oxygen masks had dropped down.

"There weren't enough oxygen masks. We had to keep

ridor, "I think the kids were quiet because they were getting dopey from an absence of oxygen.

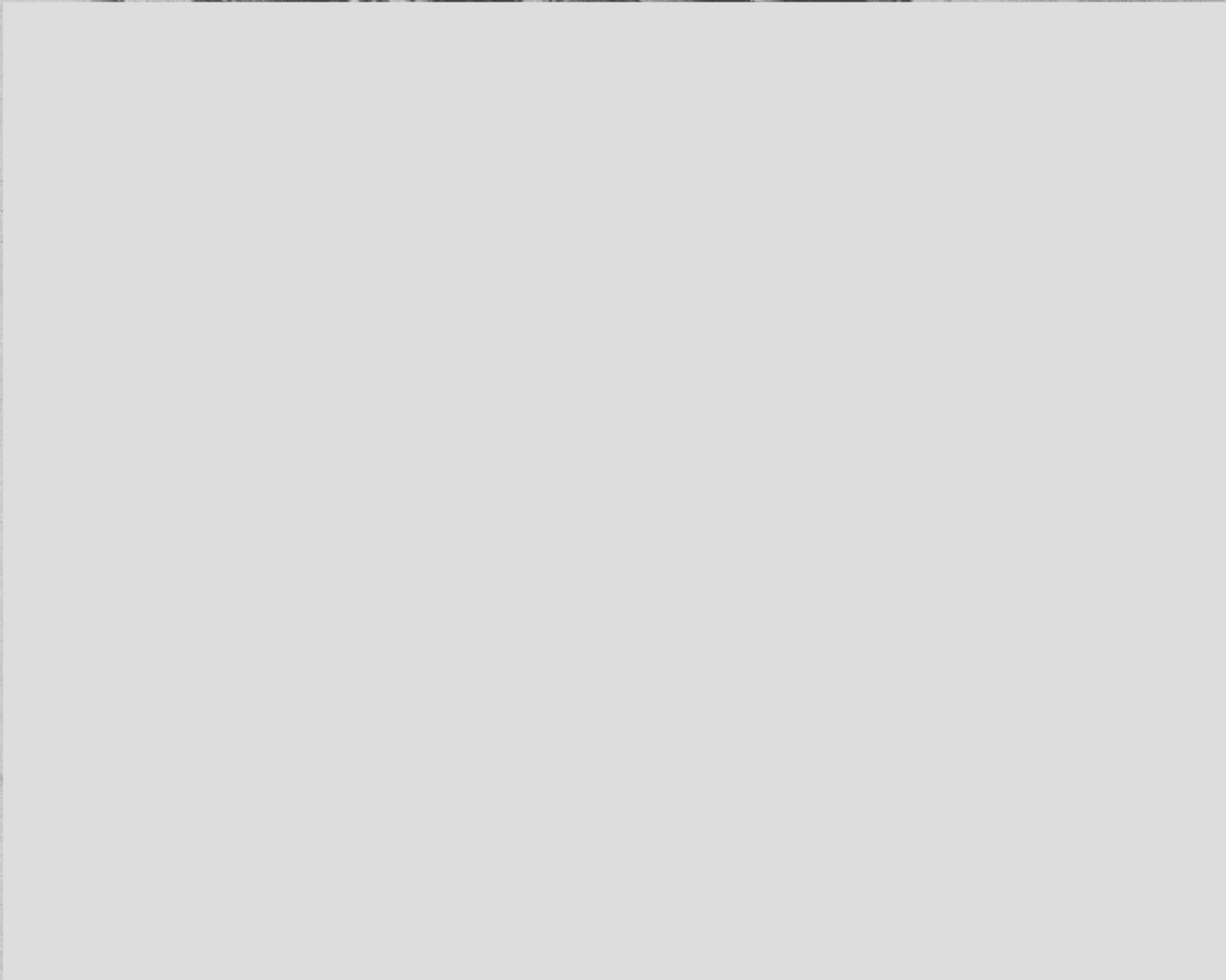
"I don't know how long we were in the air. We were losing altitude. But we had plenty of time. We had to discuss what we were going to do.

"We talked about what doors we were going out of when we impacted. We didn't stand by the doors. We were feeding ox-

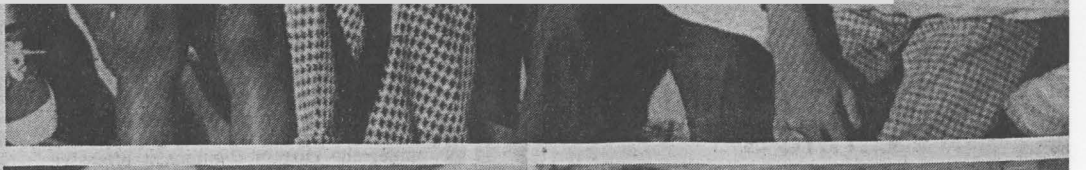
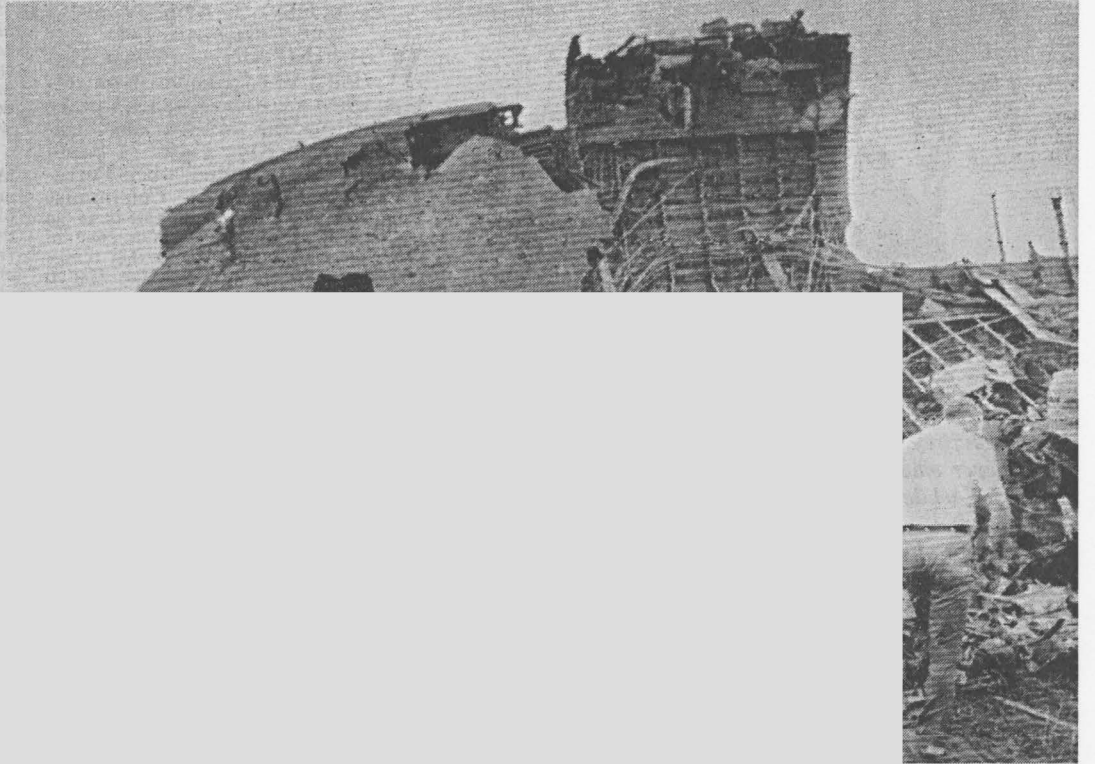
WASHINGTON (UPI) — Pan American World Airways announced plans Friday for a mercy airlift of 400 South Vietnamese orphans and 50 adult attendants out of Saigon Saturday, the biggest single



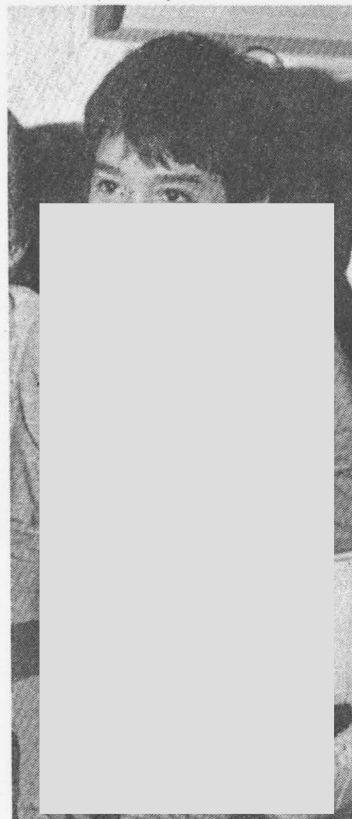
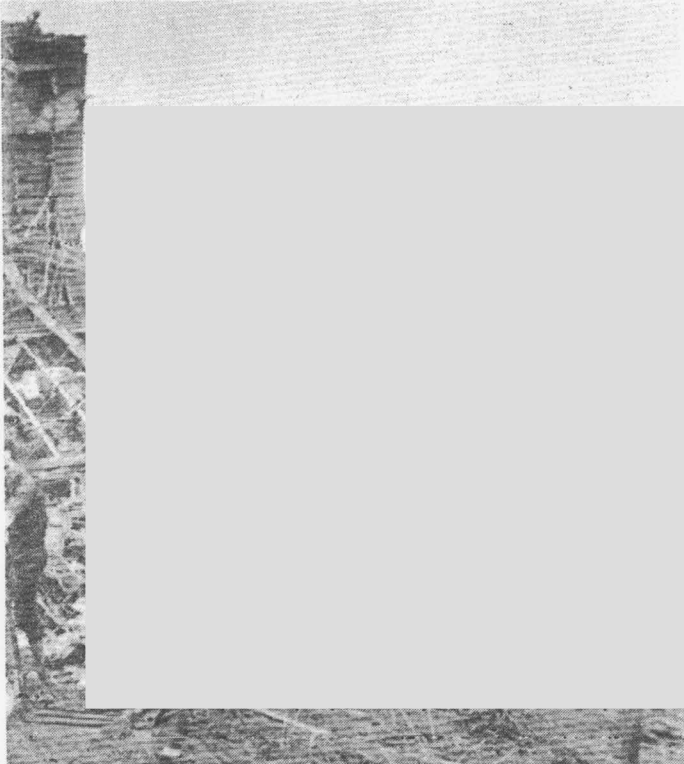
Horror



Horror of the Or



Orphans' Fatal Flight



General scenes of the wreck of the giant C5A near Saigon:

—Top left, two Air Force crewmen enter a hospital emergency room.

—Top center, rescue workers look for bodies in the rubble.

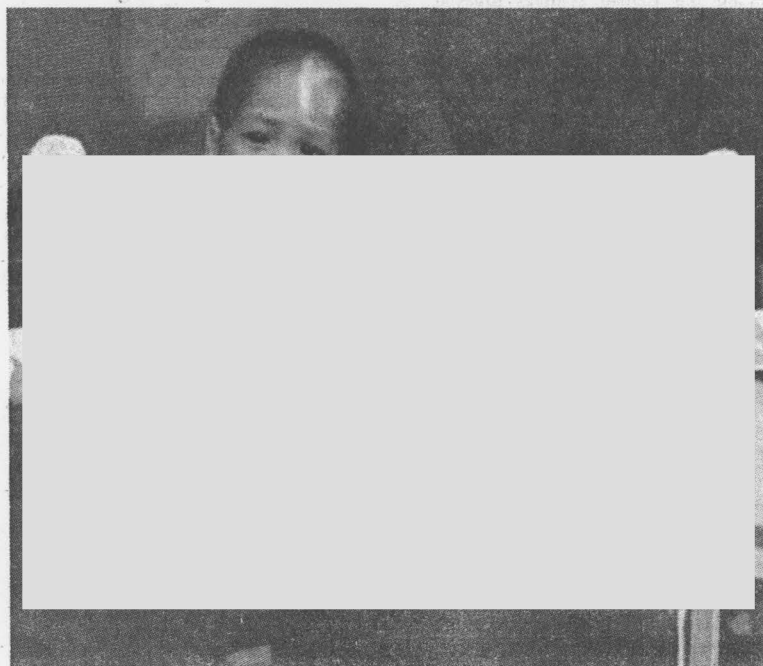
—Top right, soldiers comb through pieces of plane.

—Left, kids hold onto their pillows just before takeoff.

—Bottom far left, female dependents of the U.S. mission in Saigon strap themselves in prior to liftoff.

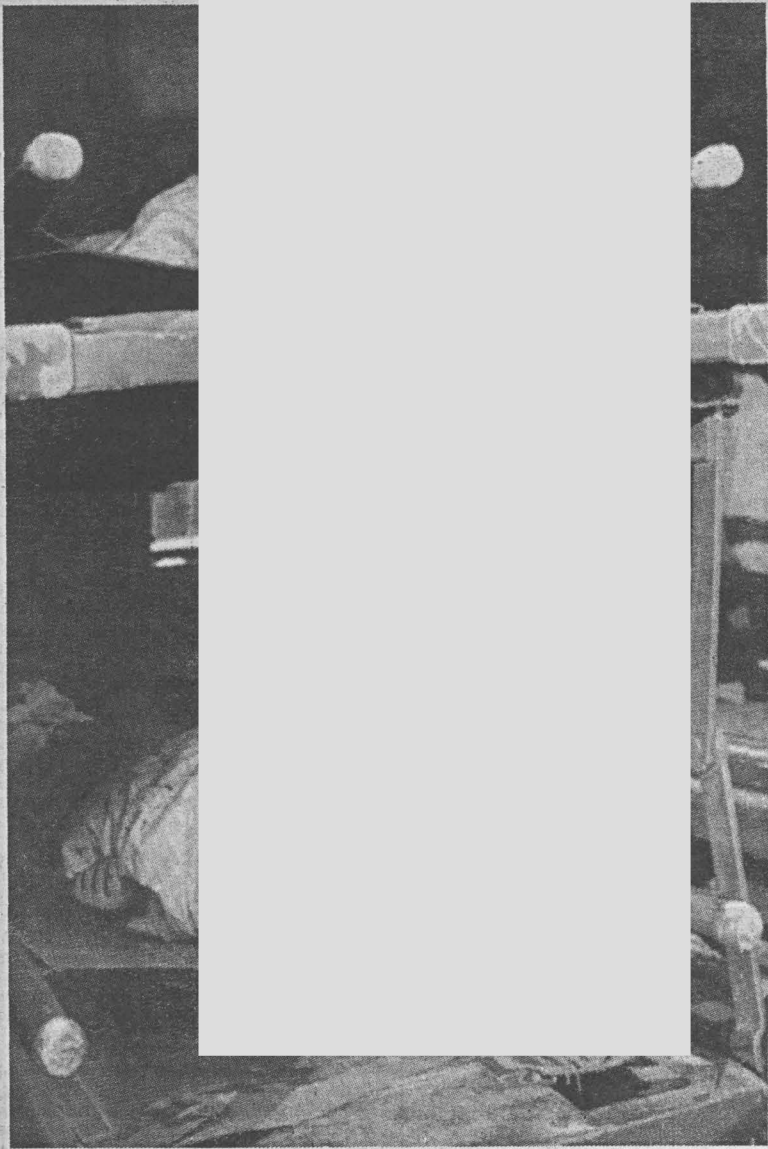
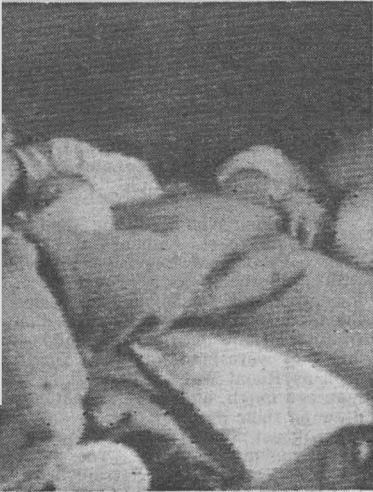
—Bottom, tiny tots clinging to baby bottles are strapped down.

—Right, dazed infant peers from upper deck stretcher in ambulance after arrival at Saigon hospital.



AP, UPI Photos





General scenes of the wreck of the giant C5A near Saigon:

—Top left, two Air Force crewmen enter a hospital emergency room.

—Top center, rescue workers look for bodies in the rubble.

—Top right, soldiers comb through pieces of plane.

—Left, kids hold onto their pillows just before takeoff.

—Bottom far left, female dependents of the U.S. mission in Saigon strap themselves in prior to liftoff.

—Bottom, tiny tots clinging to baby bottles are strapped down.

—Right, dazed infant peers from upper deck stretcher in ambulance after arrival at Saigon hospital.

AP, UPI Photos

Orphan mercy

SAIGON, South Vietnam (AP) — The world's largest plane, carrying 243 Vietnamese orphans on a mercy flight ordered by President Ford, crashed in flames shortly after take-off from Saigon today.

U.S. officials said the U.S. Air Force C5A Galaxy transport was carrying a total of 296 persons and that 105 orphans and 19 U.S. Air Force personnel survived.

Hospital officials said at least

73 persons were known dead, including 40 orphans, 25 women and eight men. They said 30 others were still trapped in the bottom of the plane.

The plane was to have stopped at Clark Air Force Base in the Philippines en route to the United States.

"It was a horrible thing to see," one witness said "Children were crying while the fire burned."

American rescue workers

were dropped from helicopters and waded through the mud trying to find survivors as well as bodies of the dead spread along a mile-long swath.

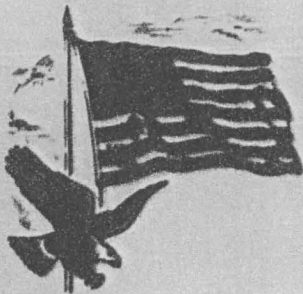
Debris littered the paddy field and clothing was strewn about. The bodies of some headless children were wrapped in ponchos and put aboard the helicopters that flew them to the morgue.

The pilot, who escaped without injury, said decompression

problems due to a malfunction in the rear loading door caused the crash. He said he was about 18 miles out from Tan Son Nhut air base when he had to turn back.

The headquarters of the 13th Air Force in the Philippines refused to comment on reports that the plane's departure from Manila earlier today had been delayed by mechanical trouble.

U.S. officials in Washington said it was the first fatal crash



WATERTOWN PUBLIC OPINION

VOLUME 87

Price 10c

Associated Press

NUMBER 80

WATERTOWN, S.D., FRIDAY, APRIL 4, 1975

Supporters of Ky Survivor: arrested for plot Many had no chance

Pierre, SD

DEPT OF HISTORY
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S

TERRE SD 57501

flight crashes

in of a CSA, which the Air Force
ed has been flying since 1970.

st Witnesses told Associated
it Press correspondent Huynh

about the same distance away.

A spokesman for the U.S.
Embassy said the plane carried
243 Vietnamese orphans and 52

More than 100 South Vietnam-
ese militiamen were ordered to
the crash site to provide secur-
ity for the rescue operation.

Seventh Day Adventist Hospital
in Saigon.

"All I know is that I had a lot
of friends on board," said one

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Reg. U.S. Pat. Off.

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DENVER, COLORADO 80201, SATURDAY, APRIL 5, 1975

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High in 60s
Details, page 155

10¢

160 PAGES

Sabotage of plane is suspected Vietnamese orphans' deaths

WASHINGTON (AP) — Military sources say there was a "definite possibility" of sabotage that might have caused the crash of a C-5 transport plane loaded with Vietnamese orphans.

There is suspicion of possible sabotage because the cargo doors of C-5s are supposed to be controlled by the pilot's controls should they blow out.

Air Force experts will investigate and other possibilities when they reach the crash site probably Saturday. The plane was coming from Thailand.

The crash came as government officials prepare to airlift Vietnamese to the United States. The airlift will continue despite the tragic crash.

The Pentagon reported earlier that the pilot of the C-5 which crashed near the airport said he lost all elevator and flap control after what was described as a "massive explosive decompression" in the cargo compartment.

The pilot said the word explosive decompression was the suddenness of the decom-

pression attributed to the blowing open of the rear cargo doors.

Officers familiar with the design of the C-5 said it is possible a saboteur could have placed an explosive charge inside a passage leading from the cargo compartment to the plane's tail.

Other Pentagon officials who said they are keeping an open mind on possible

**Details of plane crash on page 3;
area reaction on pages 5 and 17.**

The cause, said the C-5 was guarded by the South Vietnamese while on the ground at Tan Son Nhut air base.

But they said there was great confusion during the loading of the war orphans and

preparations for takeoff and they said it was possible somebody who wanted to damage the plane could have slipped aboard at that time.

Military sources said there had never before been a blowout of C-5 cargo doors in the nearly five years that the world's biggest cargo planes have been in operation.

They said there have been some incidents in which rear cargo doors of smaller C-141 transport planes have blown open because of the failure of clamps, but that pilot controls were never harmed in these incidents.

U.S. officials expressed deep concern over the plane crash but said the airlift of orphans should go on.

FDMI, 1st National Bancorp. hit with class action suit

STORY ON PAGE 5



Orphan-crowded plane crashes a

SAIGON (UPI) — A giant U.S. Air Force plane crowded with Vietnamese war orphans en route to the United States crashed and burned Friday in a muddy rice paddy near Saigon. More than half of the 305 persons aboard were killed.

The U.S. embassy said at least 178 persons, most of them orphans 8 months to 12 years old, died when the crippled C5 Galaxy transport — the world's largest plane — crash-landed while trying to make it back to Saigon's Tan Son Nhut airport after two huge cargo doors blew off in flight. The flight was the first of President Ford airlift of orphans from South Vietnam.

A U.S. embassy spokesman said at least 100 of the 243 orphans aboard and up to 20 adults survived the

crash — the worst disaster in U.S. aviation history.

It is believed that some of the victims were sucked out of the plane when the cargo doors blew off, causing sudden decompression of the plane. Most passengers were strapped in; the decompression tore off their clothing. A hospital doctor said almost all the dead brought in were naked.

President Ford had planned to greet the orphans when they arrived at Travis Air Force Base in California.

Deeply saddened over the crash, Ford said in San Francisco, "Our mission of mercy will continue. The survivors will be flown here when they are physically able. Other waiting orphans will make the journey...

"This tragedy must not deter us but offer new hope for the living," the President said.

Pan American World Airways announced that one of its 747 jumbo jets will bring about 400 Vietnamese orphans and 50 attendants from Saigon Saturday under charter to the Holt International Children's Services Inc. of Eugene, Ore. The Pan Am jet will fly from Saigon to Seattle by way of Guam and Honolulu, a total distance of 9,000 air miles.

The embassy said that in addition to the children — mixed-blood orphans; most sired by American troops — the plane carried 44 U.S. Mission escorts, 16 Air Force crewmen and two flight nurses.

"Many of those babies survived the crash beautifully," said a doctor.

"I carried in one handicapped boy who still had his crutch and bra and all he said was he wanted to go to the bathroom."

Officials for U.S. Agency for International Development (AID) earlier this week had refused to allow the same group of orphans to board World Airways charter plane because they believed it was unsafe for youngsters to travel strapped to the floor. Some of the orphans on the flight that crashed Friday were strapped to the floor.

The plane had traveled about 100 miles from Saigon's international airport when both clamshell-shaped doors at the rear of the huge fuselage blew off in flight, evidently damaging hydraulic systems leading to the controls.

The doors are large enough for

Overcrowded plane crashes at Saigon

— A giant U.S. Air Force plane crowded with Vietnamese orphans en route to the United States crashed and burned today in a rice paddy near Saigon. At least half of the 305 people on board were killed.

The pilot said at least 178 of them, orphans 8 years old, died when the plane — the same one that crashed at Saigon — crash-landed in a rice paddy near Saigon. The plane — crash-landed in a rice paddy near Saigon. The plane — crash-landed in a rice paddy near Saigon.

Spokesmen said at least 243 orphans aboard the plane survived the crash.

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The plane had traveled about 40 miles from Saigon's international airport when both clamshell-shaped doors at the rear of the huge fuselage blew off in flight, evidently damaging hydraulic systems leading to tail controls.

The doors are large enough for

three Jeeps to be driven into the plane abreast. when they blew off the air pressure inside dropped instantly.

The pilot, Maj. Dennis Traynor, said this caused him to have difficulty in controlling the plane's rate of descent and ability to turn.

Traynor, covered with mud but unhurt, said that he attempted to land at the airport he had just left. But 30 minutes after he had taken off the plane plowed into a rice paddy area just short of the runway, disintegrated and burst into flames.

A Pentagon spokesman said the fact the pilot kept the plane level and brought it in to a crash-landing was "a remarkable demonstration of flying skill."

(Continued on page 13)

4-4-75

Local families await word about orphans

The Press
Democrat

Santa
Rosa,
CA

The whereabouts of two Vietnamese orphans, bound for homes in Sonoma County, is unknown this morning.

tragedy this information is not known at this end."

"All we can do is watch and wait."



FABRIC warehouse

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SAVE—SAVE—SAVE

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ALL ZAYRE STORES

**Crash stuns
adoption
group**

BOULDER, COLO. (AP).—
An air of gloom and frustra-
tion settled over the offices of
Friends for All Children after

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Actual
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Comic book . . . baby bottle —tragedy in Saigon mud

By **PETER O'LOUGHLIN**
Associated Press Writer

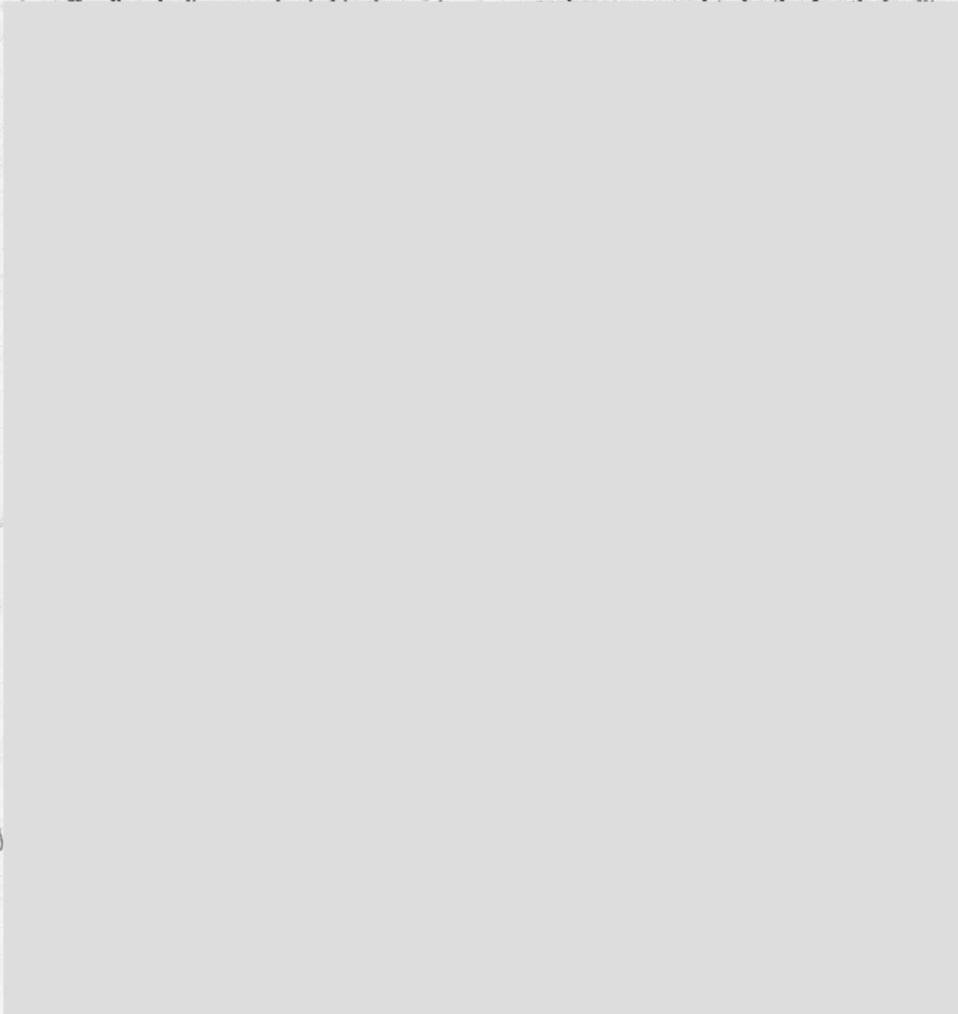
SAIGON — The pages of a Donald Duck comic book flipped in the wind.

A baby's bottle, a flight manual, cushions, clothing and molten pieces of metal were scattered around in the burning grass.

Worst air crashes

By Associated Press

SAIGON — The crash here of a U.S. Air Force C-5A transport carrying 243 Vietnamese



Handwritten signature or initials, possibly "John - 072"

'HOPE TO GET REST OUT'

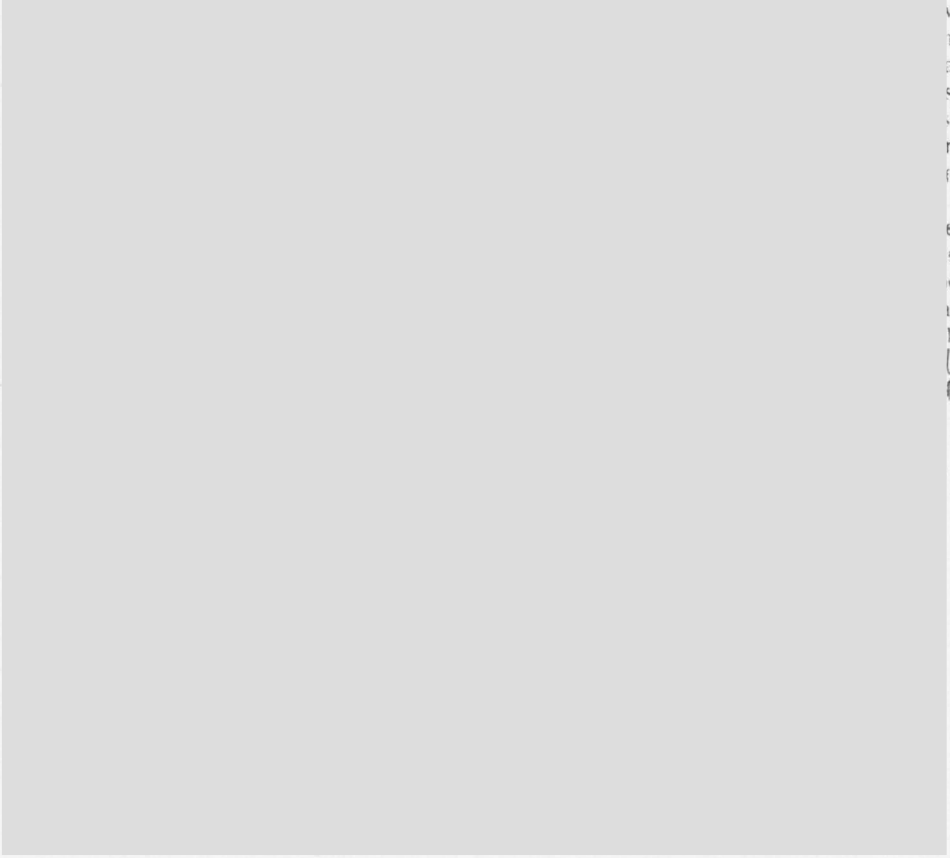
Agency stunned at death of orphans in plane crash

BOULDER, Colo. (AP) — "We're just hoping that good medical care is available and that we can get the rest of our children out," Deanna Carnie,

and frustrations. "I know many of our children and staffers were on that flight," Mrs. Carnie said. She got stunned in the group's of

turn to the United States in one of the plane loads of orphans. There was no word if she was on the plane.

4-4-75
Santa
Barbara



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in horror . . . anguish is pictured on the faces of women who carry surviving babies from wrecked plane to hospital.

—AP Photo

April 4, 1975

Donald Duck and bodies in mud

ed Press

N — The pages of a Duck comic book in the wind.

Saigon, knew right away the plane was in a decompression condition.

“You could see it,” he said at Seventh Day Advent-

while until the air stopped. By then the oxygen masks had dropped down.

“There weren’t enough oxygen masks. We had to keep

were in the air. We were losing altitude. But we had plenty of time. We had to discuss what we were going to do.

scared, and they didn’t like the straps holding them down.

“They were sitting two to a seat, six seats across 12 to

4-4-75
Santa Barbara

Round of
other
Crash
Cited

Crashes, up to 190 dead

SAIGON, South Vietnam (AP) — The first official U.S. evacuation flight of Vietnamese orphans carrying 243 children in the world's largest plane, in explosions and flames only minutes after taking off from Saigon.

Officials said nearly half the children survived and that the plane was en route to the United States when it was grounded by President Ford's order. There were a total of 305 persons aboard the plane, including a U.S. Air Force C-5A transport that stands as tall as a six-story building, officials said.

U.S. Embassy in Saigon said about 100 of the 243 orphans and 10 or 15 of the 62 adults on the plane were rescued. Hospital officials in Saigon said the rest were either injured or still trapped in the wreckage in a paddy field miles from the air base.

One SURVIVOR said there was not enough oxygen masks to go around, and a spokesman in Washington said that all C-5As be grounded because the plane "has not performed up to specifications." The headquarters of the 18th Air Force in the Philippines refused to comment on reports that the plane's departure from Manila today had been delayed because of mechanical trouble.

Pages of a Donald Duck book flipped in the wind in a paddy field where the transport plummeted to flattening the cargo hold about 20 percent of the orphans were strapped in.

Some of us got through a hole from the top of the plane, and the children at the bottom of the plane didn't have a chance. A woman survivor

Headless bodies were buried in the mud, and a baby's bottle, a flight manual, cushions, clothing and molten pieces of metal were scattered about in the burning grass.

"It was a horrible thing to see," one witness said. "Children were crying while the fire burned."

AMERICAN RESCUE

workers were dropped from helicopters and waded through the mud trying to find survivors as well as bodies of the dead spread along a mile-long swath.

The bodies of some headless children were wrapped in ponchos and put aboard the choppers which flew them to a morgue.

The plane arrived from Clark Air Base in the Philippines carrying emergency war materials, including 14 howitzers, for the hard-pressed Saigon government and it picked up the orphans for the return trip.

THE PILOT, identified as Dennis Traynor and who escaped unhurt, said he was about 18 miles from Tan Son Nhut Air Base when he had to turn back. "The aft pressure door failed and blew out," he said. "In blowing out, the door damaged the elevator and as a result there were problems in controlling the rate of descent of the aircraft. This became critical to the point of almost losing control as the aircraft made its turn into the airport."

It was the fourth worst crash in aviation history and the first fatal one for a C-5A.

Air Force Sgt. Jim Hadley, a medical technician from Sacramento, Calif., who also survived the crash unhurt, said, "You could see the hole in

the back of the plane. You could see the sunlight streaming in.

"Things started flying around. Eyeglasses. Pens. Pieces of insulation tore off the ceiling. The pillows exploded. They were plastic lined.

"That went off for a little while until the air stopped. By then the oxygen masks had dropped down."

He said "there weren't enough oxygen masks. We had to keep moving them from kid to kid. We kept on our own because otherwise you get drowsy and then you go out."

In Washington, a spokesman for the Agency for International Development, which is handling the airlift, said "the flight will continue." But Rep. Les Aspin (D-Wis) urged temporary grounding of all C-5As because he said the plane "has never performed up to specifications."

In San Francisco, Richard Blanchfield, the man coordinating the evacuation of Vietnamese orphans for the Friends of All Children, said when he heard the plane had crashed, "Oh, God. This is horrible!" Most of the orphans

aboard the plane came from Saigon orphanage operated by the agency, which is based in Boulder, Colo.

THE CRASH WAS the worst aircraft disaster record. The worst occurred March 1974 when 345 people aboard a Turkish plane were killed in a crash outside the second and third tolls were 176, recorded when a Soviet plane near Moscow in October and when a Jordanian jet

See Page A-4.



ANGUISH SHOWS on the faces of these women who carry survivor babies to a hospital in Saigon after a C-5A plane crashed today.

—AP Laserphoto

MONARCH DAILY

San Francisco Examiner



FRIDAY, APRIL 4, 1975



DAILY 20c

CITY EDITION

ORPHANS KILLED

plane down near Saigon

Mercy flight

Travis bound

United Press International

San Francisco Examiner

FRIDAY, APRIL 4, 1975



DAILY 20c

CITY EDITION

VIETNAMESE KILLED

Plane shot down near Saigon

Mercy flight Travis bound

United Press International

SAIGON—A U.S. Air Force C-5A Galaxy transport plane carrying 305 persons, most of them Vietnamese war orphans bound for the United States on the first flight of President Ford's emergency Operation Babylift, crashed and burned here today while attempting an emergency landing.

At least 178 of those aboard the mercy flight were killed, the U.S. Embassy said. Embassy spokesmen said at

Second jet held on Guam

A Pan American Airways jetliner carrying 30 homeless Vietnamese children from Saigon has been stalled in Guam because of mechanical difficulties.

Pan Am officials said last night that it was not known when the Boeing 747 would take off for San Francisco. It

Two Doors Blew Off

Big Jet

100 of 243

Children Live

4-5-75
Miami
Herald

From Herald Wire Services

SAIGON — With at least 178 persons known dead — most of them orphans eight months to 12 years old — the search continued today for more dead or injured in the wreckage of a giant U.S. Air Force plane that crashed with a load of Vietnamese orphans bound for the United States.

The crippled C5 Galaxy transport — making the first flight in Operation Babylift, with 305 persons aboard — crashed and burned Friday in a rice paddy while trying to return to Saigon's Tan Son Nhut airport after two huge cargo doors blew off at 23,000 feet in the air.

U. S. officials said there were 243 orphans aboard the C5 cargo transport — the world's largest plane — and that about 100 of them survived. Of the 62 adults aboard, about 20 survived the crash, the worst disaster in U. S. aviation history.

IT WAS believed at least some of the victims were sucked out of the plane when the cargo doors blew off, suddenly decompressing the plane. Most passengers were strapped in, however, and the decompression tore off their clothing. A hospital doctor said almost all the dead brought in were naked.

President Ford had planned to greet the orphans when they arrived at Travis Air Force Base in California after a stopover at Clark Field in the Philippines.

Deeply saddened over the crash, Ford said in San Francisco: "Our mission of mercy will continue. The survivors will be flown here when they are physically able. Other waiting orphans will make the journey.

"This tragedy must not deter us but offer new hope for the living," the President said.

Pan American Airways announced that one of its 747 jumbo jets will airlift about 400 Vietnamese orphans and 50 attendants out of Saigon today under charter to the Holt International Children's Services Inc. of Eugene, Ore. The Pan Am jet will fly from Saigon to Seattle by way of Guam and Honolulu, a distance of 9,000 air miles.

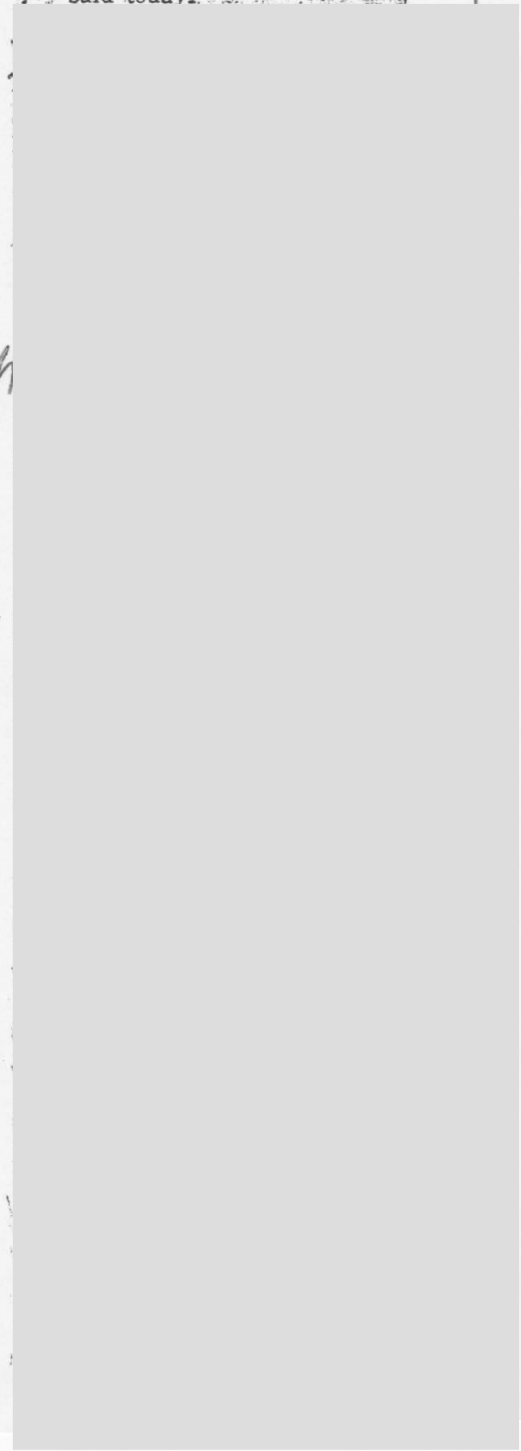
THE EMBASSY said that in addi-

April 4, 1975 88

Sabotage or shot down, or?

Special to the Examiner

TRAVIS AIR FORCE
BASE — "We can neither
confirm nor deny that the
aircraft was sabotaged or
that it was shot down,"
Capt. Ned Nevels, Travis
public information officer,
said today.



April 4, 1975

Coordinator horrified

The man coordinating the evacuation of South Vietnamese orphans for an adoptive agency here expressed horror and shock to an orphanage the agency operates. "We are in a state of shock. We are going to in-



Louis Globe-Democrat

122 Years of Public Service / Founded July 1, 1852

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SATURDAY-SUNDAY

April 5-6, 1975
Vol. 123, No. 240

30¢

Section A—16 Pages

The Sabotage in Viet Air Crash

More than 100 orphans aboard killed

From Globe-Democrat News Services

WASHINGTON. — There is a "definite possibility" that sabotage might have caused the crash of the C-5A transport plane loaded with South Vietnamese orphans, military sources said Friday.

They said the possibility exists because the cargo doors of C-5s are so built that the pilot's controls should not be affected if the doors blow out.

A team of Air Force experts will investigate this and other possibilities when it arrives at the crash site from Thailand probably Saturday.

A NEW CHAPTER TO THE tragedy of Vietnam was added Friday when the giant U.S. Air Force transport crashed 35 minutes after taking off from Tan Son Nhut airbase with 305 persons aboard, including 243 orphans, 44 escorts, 16 crewmen and two flight nurses.

Almost half the children survived the disaster.

President Ford said he was "deeply saddened at the loss of so many lives" on the first official U.S. orphan evacuation flight from Saigon, but that the airlift will go on.

U.S. officials said about 100 orphans and 15 to 20 adults were pulled out alive and that the rest were either dead or trapped in the pulverized, smoking wreckage 1½ miles from Tan Son Nhut airbase.

Identities were not expected until Saturday.

THE CARGO PLANE, THE LARGEST in the world, seemed to land smoothly in a paddy field, but then bounced across the Saigon River, where its wings broke off and a fire started, the pilot, Capt. Dennis Traynor, said. The cockpit

crash

lay about 100 yards from the fuselage when the first rescue teams reached the site.

The impact flattened the cargo hold where about 50 of the orphans were strapped in. "Some of us got through a chute from the top of the plane, but the children at the bottom of the plane didn't have a chance," a survivor said.

U.S. rescue workers dropped from helicopters and waded through the mud trying to find survivors.

Authorities said another C-5A is scheduled to leave the Philippines Saturday to pick up the orphans and escorts who survived the crash and take them to Clark Air Base, destination of the first flight.

In Washington, the Pentagon reported earlier that Traynor, who escaped unhurt, said he lost all elevator, rudder and flap control after what was described as a "massive explosive decompression" in the cargo compartment.

A SPOKESMAN SAID THE word explosive referred to the suddenness of the decompression attributed to the blowing open of rear cargo doors.

Officers familiar with the design of the C-5A said it is possible a saboteur could have placed an explosive charge inside a passage leading from the cargo compartment to the plane's tail.

Other Pentagon officials, who said they are keeping an open mind on the possible cause, said the C-5A was guarded by the South Vietnamese while on the ground.

But they said there was great confusion during the

Continued on Page 9A



C-5A await takeoff in Saigon.

—AP Wirephoto

Heat, little light

Warm but cloudy: High in the 60s Saturday and Sunday. Cloudy both days with a chance of rain Saturday night and Sunday.

Additional Weather 14A.

St. Louis Globe-Democrat

122 Years of Public Service / Founded July 1, 1852

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Possible Sabotage in Viet Air



Before the crash: Orphans in C-5A await takeoff in Saigon.

—AP Wirephoto

More than 100 orphans aboard

From Globe-Democrat News Services

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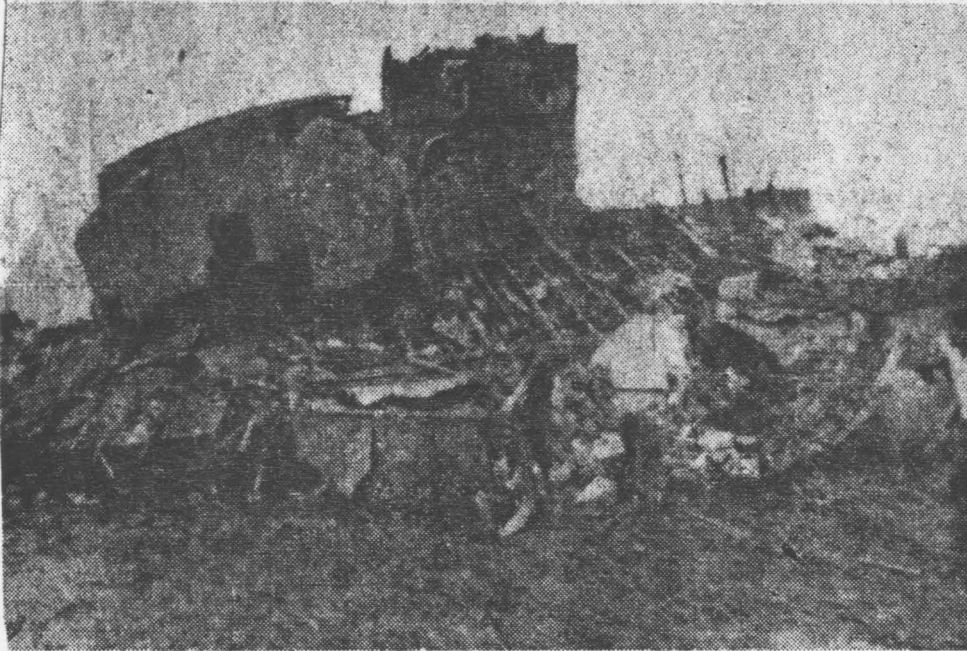
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Viet orphan plane crashes; 178 die



RESCUE WORKERS SEARCH FOR BODIES IN PLANE WRECKAGE
230 Viet Orphans Were Enroute to The Philippines

—UPI Facsimile

SAIGON (UPI) — A U.S. Air Force C5A Galaxy transport plane carrying 305 persons, most of them Vietnamese war orphans bound for the United States on the first flight of President Ford's emergency Operation Babylift, crashed and burned here today while attempting an emergency landing.

At least 178 of those aboard the mercy flight were killed, the U.S. Embassy said. Embassy spokesmen said at least 100 children and 15 to 20 adults survived the first crash of the world's largest plane.

The embassy said the plane carried 243 orphans ranging in age from 8 months to 12 years, most of them fathered by U.S. servicemen formerly stationed in South Vietnam. The embassy said there also were 44 U.S. Mission escorts, 16 Air Force crewmen and two flight nurses. (The Pentagon said 10 medics and nurses from the Philippines were aboard).

The Pentagon said both of the huge clamshell loading doors at the rear of the plane blew off while the plane was flying at 23,000 feet, 40 to 60 miles out of Saigon. It said the pilot reported he lost control of his steering mechanism, presumably because the doors had severed hydraulic lines leading to the tail. The rear doors are so wide that three jeeps can be driven through them abreast.

There were immediate calls in Congress that the remaining 77 C5s in the Air Force be grounded.

The pilot, Maj. Dennis Traynor, turned back toward Tan Son Nhut airbase but was unable to control the rate of descent and plunged to earth in a swampy area just outside the base. Ruptured fuel tanks burst into flames, sending up towers of smoke that could be seen in Saigon, six or seven miles away.

The C5A was bound for its first stop at Clark Air Force Base in the Philippines and President Ford had planned to greet personally the orphans when they arrived in California.

The crash sent a wave of shock through the United States where hundreds of families were awaiting to adopt the 2,000 orphans to be brought there on

(Continued on Back Page)

243
 44

 287
 16

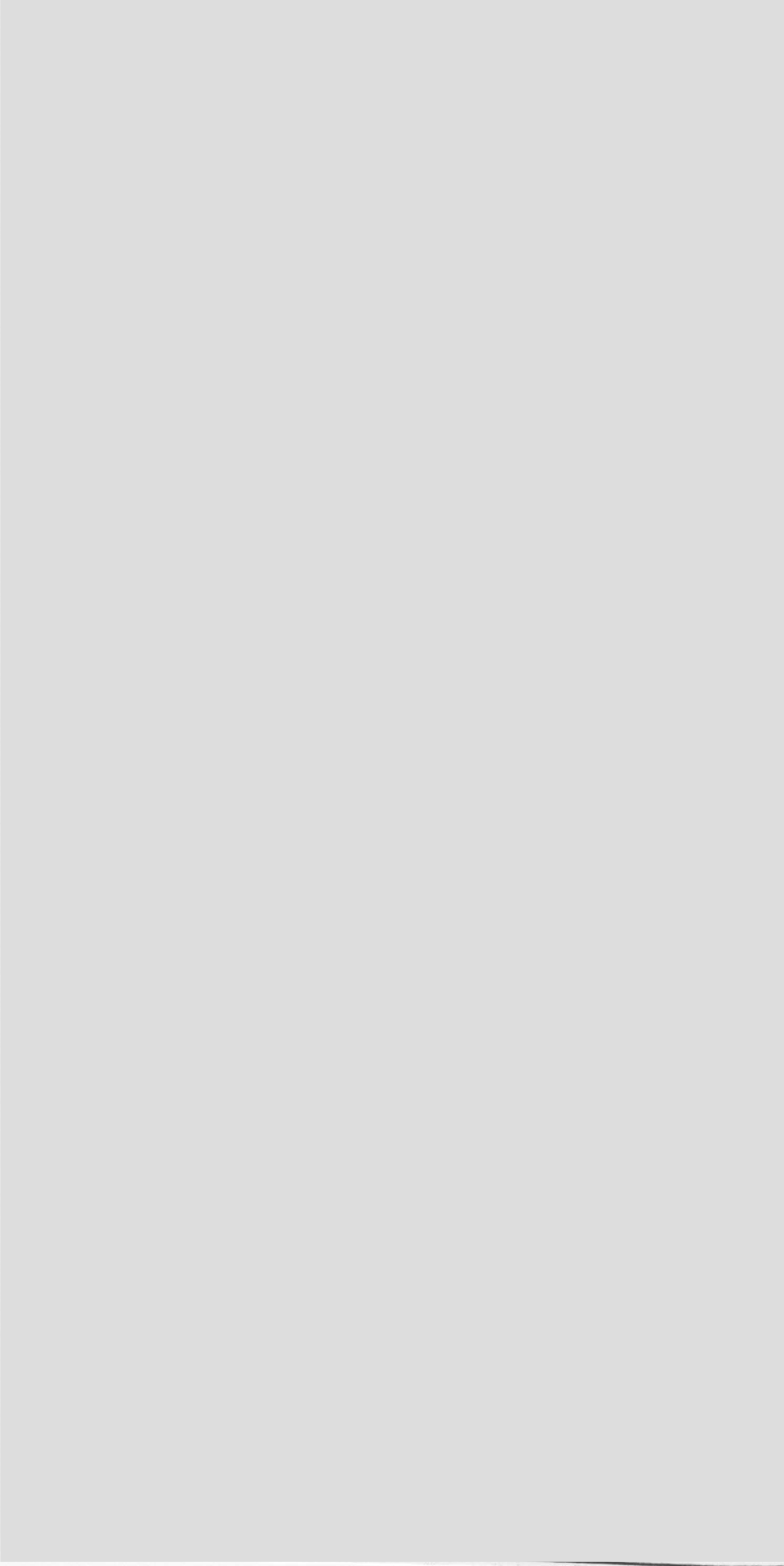
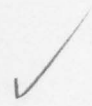
 303

Personnel Babylift

Crash

C-5

the military airlift. A White House aide, awakened at the presidential quarters at Palm Springs, Calif., described the crash as "unbelievable and shocking."



THE PRESS DEMOCRAT

The Redwood Empire's Leading Newspaper

SANTA ROSA, CALIF., FRIDAY, APRIL 4, 1975



Orphan-crowded plane crashes at Saigon

SAIGON (UPI) — A giant U.S. Air Force plane crowded with Vietnamese war orphans en route to the United States crashed and burned Friday in a muddy rice paddy near Saigon. More than half of the 305 persons aboard were killed.

The U.S. embassy said at least 178 persons, most of them orphans 8 months to 12 years old, died when the crippled C5 Galaxy transport — the world's largest plane — crash-landed while trying to make it back to Saigon's Tan Son Nhut airport after two huge cargo doors blew off in flight. The flight was the first of President Ford airlift of orphans from South Vietnam.

A U.S. embassy spokesman said at least 100 of the 243 orphans aboard and up to 20 adults survived the

crash — the worst disaster in U.S. aviation history.

It is believed that some of the victims were sucked out of the plane when the cargo doors blew off, causing sudden decompression of the plane. Most passengers were strapped in; the decompression tore off their clothing. A hospital doctor said almost all the dead brought in were naked.

President Ford had planned to greet the orphans when they arrived at Travis Air Force Base in California.

Deeply saddened over the crash, Ford said in San Francisco, "Our mission of mercy will continue. The survivors will be flown here when they are physically able. Other waiting orphans will make the journey...

"This tragedy must not deter us but offer new hope for the living," the President said.

Pan American World Airways announced that one of its 747 jumbo jets will bring about 400 Vietnamese orphans and 50 attendants from Saigon Saturday under charter to the Holt International Children's Services Inc. of Eugene, Ore. The Pan Am jet will fly from Saigon to Seattle by way of Guam and Honolulu, a total distance of 9,000 air miles.

The embassy said that in addition to the children — mixed-blood orphans, most sired by American troops — the plane carried 44 U.S. Mission escorts, 16 Air Force crewmen and two flight nurses.

"Many of those babies survived the crash beautifully," said a doctor.

"I carried in one handicapped boy who still had his crutch and brace and all he said was he wanted to go to the bathroom."

Officials for U.S. Agency for International Development (AID) earlier this week had refused to allow the same group of orphans to board a World Airways charter plane because they believed it was unsafe for youngsters to travel strapped to the floor. Some of the orphans on the flight that crashed Friday were strapped to the floor.

The plane had traveled about 40 miles from Saigon's international airport when both clamshell-shaped doors at the rear of the huge fuselage blew off in flight, evidently damaging hydraulic systems leading to tail controls.

The doors are large enough for

three Jeeps to be driven into the plane abreast. when they blew off the air pressure inside dropped instantly.

The pilot, Maj. Dennis Traynor said this caused him to have difficulty in controlling the plane's rate of descent and ability to turn.

Traynor, covered with mud but unhurt, said that he attempted to land at the airport he had just left. But minutes after he had taken off the plane plowed into a rice paddy area just short of the runway, disintegrated and burst into flames.

A Pentagon spokesman said that fact the pilot kept the plane level as brought it in to a crash-landing was "a remarkable demonstration of flying skill."

(Continued on page 13)

305
120
185

Rocky Mountain News

48
Newspaper

Reg. U.S. Pat. Off.

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DENVER, COLORADO 80201, SATURDAY, APRIL 5, 1975

HOME
EDITION

FORECAST:
High in 60s
Details, page 155

10¢

160 PAGES

Sabotage of plane is suspected in Vietnamese orphans' deaths

WASHINGTON (AP) — Military sources said Friday there was a "definite possibility" that sabotage might have caused the crash of a C5 transport plane loaded with South Vietnamese orphans.

They said there is suspicion of possible sabotage because the cargo doors of C5s are so built that the pilot's controls should not be affected if the doors blow out.

A team of Air Force experts will investigate this and other possibilities when it visits the crash site probably Saturday. The team is coming from Thailand.

The report came as government officials said the airlift of Vietnamese to the United States will continue despite the tragic crash.

The Pentagon reported earlier that the pilot of the stricken C5 which crashed near the Saigon airport said he lost all elevator, rudder and flap control after what was described as a "massive explosive decompression" in the cargo compartment.

A spokesman said the word explosive referred to the suddenness of the decom-

pression attributed to the blowing open of rear cargo doors.

Officers familiar with the design of the C5 said it is possible a saboteur could have placed an explosive charge inside a passage leading from the cargo compartment to the plane's tail.

Other Pentagon officials who said they are keeping an open mind on possible

**Details of plane crash on page 3;
area reaction on pages 5 and 17.**

cause, said the C5 was guarded by the South Vietnamese while on the ground at Tan Son Nhut air base.

But they said there was great confusion during the loading of the war orphans and

preparations for takeoff and they said it was possible somebody who wanted to damage the plane could have slipped aboard at that time.

Military sources said there had never before been a blowout of C5 cargo doors in the nearly five years that the world's biggest cargo planes have been in operation.

They said there have been some incidents in which rear cargo doors of smaller C141 transport planes have blown open because of the failure of clamps, but that pilot controls were never harmed in these incidents.

U.S. officials expressed deep concern over the plane crash but said the airlift of orphans should go on.

FDMI, 1st National Bancorp. hit with class action suit

STORY ON PAGE 5

