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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

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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.

Their decisions, taken in secret, touch the lives and livelihoods of all 200 million Americans, not to mention countless other people from London to Tokyo. But until the decisions are released to the public, 45 days after they are made, even a President can have trouble finding out exactly what they are.

Today, economists and political leaders alike are paying increasing attention to the activities of these 19 men. For while the White House and Congress wrestle in public over the shape of tax cuts and spending programs needed to guide the economy onto a smoother path, many are coming to believe that the decisions the Federal Reserve is making in private are even more important.

Through their mastery of such technical-sounding mysteries as required reserve ratios, discount rates, and open market operations the Fed



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 rice paddy. Washington military officials suspected sabotage.

The U.S. Embassy said that at least 178 persons, most of them orphans 8 months to 1 year old, died in the crash of the C-5A Galaxy, the world's largest airplane.

It was the first of the flights ordered by President Ford to bring 2,000 Vietnamese orphans to new homes in the United States. Mr. Ford and his wife had planned to be at Travis Air Force Base, Calif., when the Galaxy transport arrived Monday.

He said the airlift would continue despite the tragedy.

The plane slashed to earth 1 1/2 miles from Tan Son Nhut air base with the pilot trying a desperate pancake landing in a rice paddy just 35 minutes after it had taken off. The plane had risen to 23,000 feet and was about 18 miles northeast of Sai-

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 form a new government, he said. Can is regarded by Saigon politicians as right wing and a supporter of Thieu.

In his speech, Thieu put much of the blame for South Vietnam's setbacks on the United States, charging America had let the Communists bring all the arms and men into South Vietnam for the offensive while not replacing Saigon's losses.

"We might say directly that the battlefield situation which recently occurred, of course was through weakness," he said.

"We also have to admit that the spirit of the people of South Vietnam has been undermined for more than one year since they saw the people of the United States not only did nothing but have contributed to it by letting the Communists infiltrate here.

"The loss of support has caused

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 For 6-Day State Visit S. Vietnam 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 Minister Mihail Florescu.

President Ceausescu is the second East European head of state to visit Japan. President Josip Broz Tito of Yugoslavia visited Japan in 1968.

He had been scheduled to

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 Mitsudo, Chief of the Suite of Honor, and his wife; Romanian Ambassador Nicolae Finantu and his wife; and other officials concerned.

Following their arrival, Ceausescu and his party were

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.

Accompanied by Prince Hitachi, President Ceausescu and his wife arrived at the Imperial Palace at 12:30 p.m. for a meeting with the Emperor and Empress.

The Emperor welcomed the couple at the entrance of the palace as Imperial honor guards played music.

In receiving the Romanian head of state and Mrs. Ceausescu, the Emperor presented the Grand Cordon of the Supreme Order of Chrysanthemum to the President and gifts—an autographed photograph of the Emperor and Empress and Japanese lacquer ware to the President and a handbag to Mrs. Ceausescu.

In return, the Romanian President presented to the Emperor the Romanian Decoration of Star First Class.

They talked for about 20 minutes in an amicable atmosphere.

The luncheon hosted by the Emperor and Empress started at 1 p.m., with the presidential suite and 122 Japanese

SAN DIEGO, Calif. (Kyodo-Reuters) — 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 aggression.

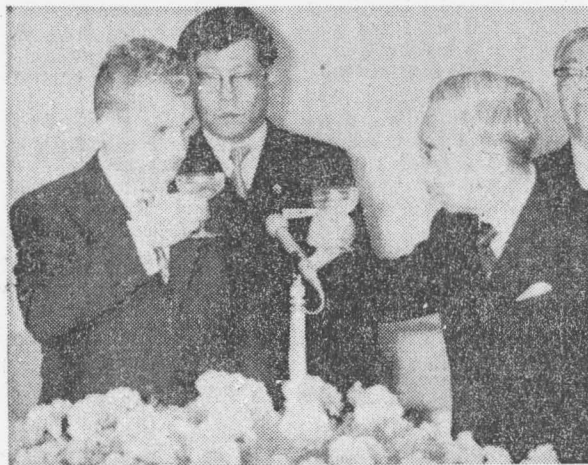
He told a press conference he still intended to press Congress to provide \$300 million in emergency military aid to the beleaguered Saigon Government.

But the first priority he stressed was the need to help Vietnamese refugees, and he announced emergency measures to evacuate as many as possible on U.S. Navy ships and giant C-5A transport planes.

The President disclosed that he had set aside \$2,000,000 in special foreign aid funds to fly 2,000 South Vietnamese orphans to the United States as soon as possible.

He said he had directed all available naval ships to stand off Indochina to do whatever was necessary to assist in the evacuation of refugees.

He had also ordered that the C-5A transport plane, and other aircraft be sent to Saigon to bring out orphans and appealed to the United Nations to use its moral influence to permit innocent people to leave.



Romanian President Nicolae Ceausescu (left) and the Emperor drink a toast at a luncheon at the Imperial Palace Friday. The Emperor and Empress hosted the luncheon in honor of Romanian President and Mrs. Ceausescu.

### Miki, Ceausescu Seek Economic Cooperation

Stepped-up economic cooperation In 1974, Japan-Romania

### Miyazawa Admits N. Viet Talks Fail

Foreign Minister Kiichi Miyazawa admitted Friday at

### Red Cross Will Send Aid to Viets

The Japanese Red Cross has made arrangements to send relief goods for refugees in

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# Japan Times

All the News Without Fear or Favor

SATURDAY, APRIL 5, 1975

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## Big 243 Orphans Crashes

### S. Vietnam Will Not Fall Over 100 Survive; To Communists: Ford 296 Were Aboard

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#### Red Cross Will Send Aid to Viets

The Japanese Red Cross has made arrangements to send relief goods for refugees in South Vietnam through the Red Cross committee of North

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

Ford expressed dismay that South Vietnamese President Nguyen Van Thieu had not informed him in advance of the retreat he ordered and which has led to lightening Communist successes and the mass flight of panicky refugees.

Asked why President Thieu had not told him about his plans, Ford sharply stated it was up to the South Vietnamese leader to reply.

At the same time, Ford said he had no intention of suggesting that President Thieu should resign even though it

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

He said it was not for him to tell President Thieu what to do and in any case he did not believe that humanitarian efforts by the United States would be affected by whoever was the President of South Vietnam.

News executives addressed by the President earlier in the day reported he had said that President Thieu had made a unilateral decision to execute a poorly planned and unnecessary pullback from the central highlands and other

Continued on Page 4

### S. Vietnam Forces Repulse Red Attack

SAIGON (Kyodo-Reuters) — The Saigon command Friday reported heavy fighting in coastal areas after days of abandoning towns to Communist forces with troops and civilians in disorder.

News of the apparent stiffening of resistance came as the Government announced that it had foiled an attempted military coup. Reliable sources said seven people including some high-ranking officers, had been arrested.

A military spokesman said Government troops, supported by airstrikes and a naval bombardment had repulsed a Communist attack on Phan Rang about 270 kilometers east of here on the South China Sea coast. Military sources earlier reported that Gov-

U.S. Navy Task Force SAIGON (Kyodo-Reuters) — An American Navy task force ordered to South Vietnam by President Gerald Ford was loading refugees from the port of Phan Rang after some rocket fire from the shore forced them away from another city, American officials said Friday.

They said the firing came from Cam Ranh, one of a succession of coastal cities abandoned by the Saigon Government.

None of the various ships in the area had been hit, the officials said. But the rescue operation had once again been moved further round the coast toward Saigon, this time to Phan Rang, some 270 kilometers from the capital.

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 crewmen and another adult were brought there alive and more survivors were on the way.

An embassy spokesman said the plane was carrying 243 orphans, 43 persons escorting the children, and an Air Force crew of 10.

He said most of the escorts were Americans, members of the families of Defense Department employees attached to the embassy, and that the rest were Australians.

The pilot was among the survivors, the spokesman said.

Aviation officials said the pilot reported decompression problems about 30 kilometers northeast of Tan Son Nhut Airport and was returning there when the left wing caught fire and exploded.

The pilot said the decompression problem was caused by a malfunction in the rear loading door.

The plane, the biggest in the world, went down on the east bank of the Saigon River, then bounced across at a point where the channel is 150 to 200 meters wide.

Helicopters from Air America, the American charter airline, and the South Vietnamese Air Force picked up the survivors and rushed them to the Seventh Day Adventist Hospital in Saigon.

The U.S. Air Force had rushed the big plane to Saigon

that normally accommodate three adults on the upper passenger deck; strapped to the floor on the lower cargo deck.

Many screamed in fright as the big plane was loaded. Others slept in the arms of some of the relief workers accompanying them.

The \$56 million C5A Galaxy is manufactured by Lockheed and is 248 feet long, has a 223-foot wingspan and stands as high as a six-story building.

The Air Force began flying the plane in June 1970, and it made a valuable contribution to the Vietnam war by hauling heavy equipment speedily to the war zone. But it has been plagued by wing cracks and still flies under weight restrictions.

The Galaxy was grounded for a time in 1971 after one of the four engines tore loose as one of the planes was preparing to take off from Altus Air Force Base in Oklahoma.

The first crash of a C5 was near Clinton, Okla., on Sept. 27, 1974.

#### Miki Meets Premier Of West Australia

Visiting Premier Charles Court of Western Australia paid a courtesy call on Prime Minister Takeo Miki at his official residence Friday.

Kazuo Tamaki, an Upper House Dietman who is also a member of the Japan-Australia Dietmen's League, was present at the meeting.

# Over 100 Survive; 296 Were Aboard

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The U.S. Air Force had rushed the big plane to Saigon from the Philippines to inaugurate a U.S. Government airlift of 2,000 Vietnamese war orphans to the United States.

The children were to have been examined at Clark Base, 70 kilometers north of Manila, and those pronounced fit for the transpacific flight were to have been flown to the United States Saturday.

The children aboard the first flight were reported to be six to 12 months old.

The babies were packed into the plane—10 of them in seats

that normally accommodate three adults on the upper passenger deck; strapped to the floor on the lower cargo deck.

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## Earth Tremor Shakes Greece; None Hurt

ATHENS (AP) — An earth tremor measuring 5.5 on the Richter Scale shook Athens and other Greek cities Friday, the National Seismological Service announced.

It said the quake's epicenter was located in central Greece, 120 kilometers northwest of Athens. No damage or casualties were reported.



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, volunteering aid, cash and homes for thousands of Vietnamese orphan refugees.

The first 58 of an estimated 2,000 South Vietnamese orphans arrived in Oakland, Calif., Wednesday night. Four were hospitalized and some were taken to homes of their adoptive parents Thursday morning.

The others were moved to the San Francisco Presidio, an Army facility near the Golden Gate Bridge.

They spent much of Thursday in wide-eyed wonder, getting their first taste of America. Many went wheeling around on tricycles, tossing rubber balls and basketballs and playing with military policemen. Volunteer women cradled sleeping babies and cooed to them.

Across the nation, adoption agencies, church groups and state welfare organizations reported receiving thousands of telephone calls offering cash donations or adoption of the children. Mrs. Manning, of Catholic Services in Miami,

said, "this situation has touched everyone."

In their homeland, Vietnamese mothers were tearfully offering their children for adoption in hopes the girls and boys could get to the United States before the rest of the Southeast Asian nation fell to North Vietnamese-led forces.

In Saigon, Nguyen Thi Liem said, "I don't want my babies to die," and burst into tears after signing a waiver giving up her three children in hopes they will be taken to the United States for adoption and safety.

The 28-year-old mother said in halting English learned in a decade of living with Americans that two of her children were fathered by Americans.

"Maybe some day, the VC (Viet Cong) be here. My children die. Maybe rocket. Maybe bomb. Maybe they kill," she said.

She turned custody of the three children over to the Vietnam-American Children's

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

Victor Srinivasan, director of the two VACF homes, said the chances are slim that Liem's waiver will be accepted and her youngsters will go to the United States.

Srinivasan said the approach of the Viet Cong and North Vietnamese forces had sent mothers flocking to orphanages trying to get their children accepted for transfer to the United States.

"We just don't know how much longer we'll be able to operate in South Vietnam. We want to get as many children out as we can," said Cheryl Markins, executive director of Friends of Children of Vietnam.

The \$2 million evacuation program for the orphans is being operated by the U.S. Agency for International Development.

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## 8,000 ROK Students Clash With D...

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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

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AP

## Nearly 8 Mil. Jobless

# 8.7% Out of Work —Highest Since '41

WASHINGTON (UPI) — Unemployment hit a 34-year high of 8.7 per cent in March, with nearly 8 million persons out of work, the government reported Friday.

It said another half million persons joined the unemployment rolls in March, raising the

### Related story, Page 3

jobless rate 0.5 per cent above the 8.2 per cent recorded in January and February.

But the official unemployment figures told only part of the hard times story and the Labor Department filled in the rest with statistics on America's five million "hidden unemployed".

The report said 3.9 million jobseekers have settled for part-time work out of desperation and another 1.1 million "discouraged workers" have simply quit looking for jobs.

These do not figure in the unemployment statistics.

The monthly figures reflected the highest national unemployment rate since 1941 and confirmed President Ford's warning, issued Thursday night, that there would be some "discouraging unemployment figures" coming up.

Blue collar workers, led by those in the construction trades, suffered worst, and AFL-CIO President George Meany said the official figures hid real unemployment much more severe than the official 8.7 per cent figure.

"The actual rate of unemployment is at least 9.8 per cent" if the 1.1 million "discouraged workers" are accounted for, Meany said in a statement.

"And the situation is even worse if you include the 3.9 million discouraged workers." (Continued on Back Page, Col. 1)

## SAIGON (UPI) — "Is my baby alive?"

Hundreds of American families waited in agonized suspense Friday to learn if their adopted Vietnam orphans had been killed in a plane crash while flying to their new homes.

The giant U.S. Air Force plane crowded with Vietnamese war orphans en route to the United States in the first flight of President Ford's Operation Babylift crashed and burned Friday in a muddy rice field 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 C5A Galaxy transport — the world's largest plane

### Pictures, Pages 12-13; related stories, Page 2

— crash-landed while trying to make it back to Saigon's Tan Son Nhut airport after two huge cargo doors blew off in flight.

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 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, President Ford said (Continued on Back Page, Col. 3)

## Cash Needed For Refugees

By JIM LEA  
S&S Staff Writer

TOKYO — American Red Cross (ARC) officials here told *Pacific Stars and Stripes* Friday that Red Cross offices throughout the Pacific are geared to accept donations of cash to relieve the suffering of South Vietnamese and Cambodian refugees fleeing Communist offensives in Indochina.

Eugene Burke, ARC regional director, said field offices will accept money in behalf of Red Cross refugee operations in Southeast Asia. He said donations could either be brought to field offices or could be mailed.

Burke stressed that only cash donations are being accepted.

"We just don't have the facilities for gathering, storing and (Continued on Back Page, Col. 2)



# Thieu Shakes Up Govt., Urges U.S. Honor Pledges

UPI) — President Thieu ordered a new government fight the Communist said the United honor its pledges of South Vietnam or would earn "the

point in his hour-that broke a two-ale and fighting the South Viet-had accepted the of Prime Minister Khiem and his

Can, chairman of

the National Assembly since 1972, had agreed to become prime minister and form a new government, he said. Can is regarded by Saigon politicians as right wing and a supporter of Thieu.

In Paris, the Viet Cong's Provisional Revolutionary Government condemned the Saigon government shakeup as "just one more political maneuver" by Thieu.

U.S. Army chief of staff Gen. Frederick C. Weyand said before returning to the United States to report to President Ford on his week-long evaluation visit, that he agreed fully with Thieu's military strategy.

Abandonment of northern South Vietnam without a fight was "a sound strategic action," he told newsmen. "The North Vietnamese army ... can be defeated."

Thieu's speech came several hours after his government claimed to have broken up the second plot in a week to oust the president in a coup.

On the war front, Communist gunners Friday fired five 107mm rockets into Can Tho, the Mekong Delta's largest city, 75 miles southwest of Saigon.

## Jobless Rate 8.7%

From Page 1)  
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17 Saigon	90 79		
15 Seoul	59 37		
18 Taipei	77 63		
11 Tokyo	63 41		
L	H	L	H
10 Melbourne	73 45		
12	61 28		

# 178 Die in Babylift Crash

(Continued From Page 1)

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.

The embassy said that in addition to the children—mixed-blood orphans, most sired by American GIs—the plane carried 44 U.S. Mission escorts, 16 Air Force crewmen and two flight nurses on its flight out of this capital threatened by a Communist offensive that has swallowed two-thirds of South Vietnam.

"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 potty."

The plane had taken off from Saigon's international airport at 4:15 p.m. After it had flown some 40 miles, both clamshell shaped doors at the rear of the huge fuselage blew off in flight, evidently damaging hydraulic systems leading to tail controls.

Those doors are large enough for three jeeps to be driven into the plane abreast and when they blew off the air pressure inside dropped instantly.

The pilot, who was a survivor, said later this caused him to have difficulty in controlling the plane's rate of descent and ability to turn.

Maj. Dennis 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 so that many of the passengers survived was "a remarkable demonstration of flying skill."

South Vietnamese troops moved in quickly to seal off the crash site, an area partially under Communist control.

Helicopters supplied by the United States to prosecute the war swept in quickly, taking out the injured first and then the dead.

Many of the corpses were babies who had been strapped into the transport, which had arrived here earlier Friday carrying artillery pieces and ammunition for government soldiers fighting to stave off a Communist takeover of this nation which has been at war for three decades.

Most survivors were flown by helicopter to the Seventh Day

Adventist Hospital just outside Tan Son Nhut airport's main gate. During the American involvement here the hospital was operated by the military and treated thousands of wounded GIs.

"I just can't talk," said an American woman, who was an escort on the Operation Babylift flight, and a survivor of the crash. "I just don't know what happened. It was just so fast. All I know is we landed in a big mud puddle and here I am now."

A crewman who survived, a U.S. Air Force reservist from California, said: "I just came out here for the weekend."

Some of the crewmen were injured but all but one were found alive by nightfall, the U.S. Embassy said. The huge gasoline tank on the wing of the plane evidently ruptured at impact, touching off a fire which still raged when darkness fell.

Fire engines could not reach the site, a mile from the nearest road, and not far from the Saigon River.

At dusk South Vietnamese soldiers had deployed around the site, the scene of fighting the previous night.

"I saw the airplane going up, then suddenly swinging around and returning," said a government militia man in nearby An

Phu Dong village, only five miles north of the center of Saigon. "It lost headway and crashed into the swamp."

Stunned Vietnamese soldiers and Americans worked side by side, carrying the mangled bodies of babies to the helicopters.

"All those who survived must have been on the upper passenger deck," said Dr. William Oldham, the American chief medical adviser to the government of South Vietnam. "All those below in the cargo section must have been killed."

"There could be people anywhere in this grass," said a weary American rescue worker at dusk, slogging through the mud and the high grass that grew from it. "We're going to have to sweep this area tomorrow."

Pentagon officials said the rear loading doors blew off the Galaxy while it was flying at 23,000 feet. Officials said they did not know what caused the doors to blow off, but that there was no evidence the aircraft was fired upon from the ground.

A U.S. Air Force C9 flying ambulance was dispatched from Clark Air Base in the Philippines to Saigon to pick up the most seriously injured survivors for ferrying to the base hospital at Clark.

## Hint C5A Sabotage

(Continued From Page 1)

trol 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.

Answering reporters' questions, a spokesman for Lockheed Aircraft Corp., manufacturer of the C5A, said the design makes it "extremely unlikely that the ramp doors' blowing out would strike the tail," which is 30 to 40 feet above the doors. That sparked speculation of sabotage.

But an Air Force official said one of the emergency doors in the sides of the plane might have been sucked into the cabin and then bounced out the back destroying the hydraulic lines, which run through the fuselage.

Officers familiar with the design of the C5A 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 cause, said

the C5A 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 blow-out of C5A 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.

Meanwhile, airline industry and military sources in Washington said Operation Babylift would be back in full swing Sunday or Monday. Military aircraft will fly thousands of youngsters from Vietnam to Clark Air Base in the Philippines, and civilian transport is being arranged from Clark to the United States.

## Red Cross Seeks Refugee Donations

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 early Friday. She was one of more than 50 children who arrived safely in this country on Thursday after a World Airways flight from Saigon.

Friday was a day of joy and laughter for the new parents of these children. It was a day of hugs and shy smiles; a day when the face in a picture came to life.

Friday brought tragically different news to other Americans waiting to learn if the children they had adopted were aboard an Air Force C5A that crashed shortly after takeoff from Saigon early Friday.

The plane carried 243 Vietnamese orphans and 62 adults. More than half the orphans were killed.

"We don't know if he's on the plane or what," said David Shakow of Mechanicville, N.Y., referring to the 13-month-old Vietnamese boy he is trying to adopt.

Shakow, 32, said he and his wife had sent money for the child's air fare "and we're under the assumption they're going to fly him out on a commercial jet."

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



Mr. and Mrs. Robert Flanigan are filled with LaGuardia Airport, N.Y. The Flanigans, of Edison, N.J., said they will name her Kathleen Marie. (UPI)

Friends for All Children, an organization that has been working to speed evacuation of orphans from Saigon.

"I'm just stunned. Stunned and hopeful that we can evacuate the remaining children in our care," said Deanna Carnie, assistant director of the group.

The group has found American parents for 550 Vietnamese orphans.

Officials at the U.S. Army's Presidio installation in San Francisco, where the children on the World Airways flight had been processed, said Friday morning that all of the or-

phans involved had left the base for their new homes. They declined to say exactly where all the children were going.

Fourteen of the youngsters were aboard an Eastern Air Lines flight that landed in Atlanta, Ga., early Friday. Two of the children got off and the

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.

Some Americans met their new sons and daughters Thursday night.

"She's beautiful. I can't wait to get her home," exclaimed Marilyn Norberg as the 11-month-old girl she and her husband Ralph have named Wendy Carol snuggled in her arms at the Los Angeles airport.

Dean Christy, a Vietnam veteran who waited with the Norbergs, said he and his wife Judy planned to tell their new son — a six-month-old boy they have named Geoffrey William — about the war when he is old enough.

"We're going to be as honest as we can," Christy said. "We really want him to know about the circumstances that made him our son."

Mr. and Mrs. Robert Rosenberg of Woodinville, Wash., added Vinh Khiem Nguyen to their family which includes several other adopted children of mixed racial parentage.

Mrs. Rosenberg said she and her husband had been trying to adopt a Vietnamese child since October 1973. She said they requested one of mixed racial parentage "because that's where the greatest need is."

## 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. Air Force C5A Galaxy transport that was to have carried 243 Vietnamese orphans to 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 moving them from kid to kid. We kept on our own because otherwise you get drowsy and

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 oxygen to the kids."

The kids were wonderful," she added, asking that her

## Evacuating 400 Tots

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 save-the-babies flight yet.

A Pan Am spokesman said the exact arrival and departure

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It was the crash site of a U.S. Air Force C5A Galaxy transport that was to have carried 243 Vietnamese orphans to the United States.

It crashed on takeoff from Saigon Friday.

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.

"You could see it," he said at Seventh Day Adventist Hospital, where he had been brought, muddled but unhurt after the crash.

"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.

"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."

An injured flight nurse said from a litter in the hospital cor-

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 oxygen to the kids."

The kids were wonderful," she added, asking that her name not be used.

"My folks didn't know I was on this flight," she said.

"The children were beautiful. They were noisy when we took off. They were scared, and they didn't like the straps holding them down.

"They were sitting two to a seat, six seats across, 12 to a row.

"Once the decompression condition hit, the kids didn't say a word. They quieted down right away."

Hadley and the flight nurse were on the second level of the huge plane, sandwiched between the top deck and the cargo hold 65 feet below. All levels held orphans and their mainly American women escorts.

## Pan Am Evacuating 400 Tots

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 save-the-babies flight yet.

A Pan Am spokesman said the exact arrival and departure times for the big charter jet were being temporarily withheld "for security reasons." He said a U.S. arrival time would be announced after the plane had left Saigon.

The charter was arranged by the Holt International Children's Services of Eugene, Ore. It will fly the children from Saigon's Tan Son Nhut airport to Seattle —9,056 air miles — with refueling stops at Guam and Honolulu, the spokesman said.

The Pan Am flight is scheduled to carry almost twice as many orphans as the Air Force C5 which crashed Friday at Saigon with 243 children and 62 adults, killing at least 178.

## Hanoi: No Evacuation Needed

ROME (AP) — U.N. Secretary-General Kurt Waldheim said Friday he refrained from calling on all sides in the Vietnamese conflict to help evacuate refugees for fear it would damage humanitarian activities by U.N. agencies in Communist-controlled territories.

He said he had been informed a week ago that the Hanoi government was opposed to any evacuation effort.

"I'm deeply touched by the sufferings of these people," he told newsmen. "But as far as the evacuation problem is concerned I came to the conclusion that such a public appeal would not help solve the problem if the authorities involved are not

ready to cooperate."

He said Hanoi sent him a formal note whose contents he summed up as follows: "Why should people be evacuated? We can take care of them and we have asked for international help."

He said he informed all governments who had shown interest in an appeal for cooperation in evacuating the refugees of Hanoi's stand. He said his March 31 appeal to all nations

for contributions toward relieving the sufferings of the war-stricken Vietnamese has attracted a wide response. He added:

"I cannot go beyond this appeal because it would not serve the purpose and it would go against the interests of the humanitarian activities of our agencies in the area. We did not want to jeopardize these activities."

## Ground C5s, Aspin, Proxmire Demand

WASHINGTON (UPI) — Sen. William Proxmire and Rep. Les Aspin demanded Friday that the Air Force immediately ground all 77 of its giant C5 aircraft until the cause of an orphan airlift crash near Saigon is determined.

The Wisconsin Democrats, frequent critics of the \$56 million plane, said there are too many unresolved questions of

airworthiness. Proxmire called for a congressional investigation of the plane.

"While we do not know the cause of the accident and it is possible there was sabotage, the evidence is piling up that these planes are structurally unsound and unsafe to fly," Proxmire said.

Proxmire said he would ask Sen. John Stennis, D-Miss., to

establish a special Senate Armed Services subcommittee "to investigate the entire C5 program, and to reject the Pentagon's current request for \$900 million to correct the deficiencies in the C5 pending the outcome of such inquiry."

Aspin said "the C5 has never performed up to specifications."

"Secretary of Defense

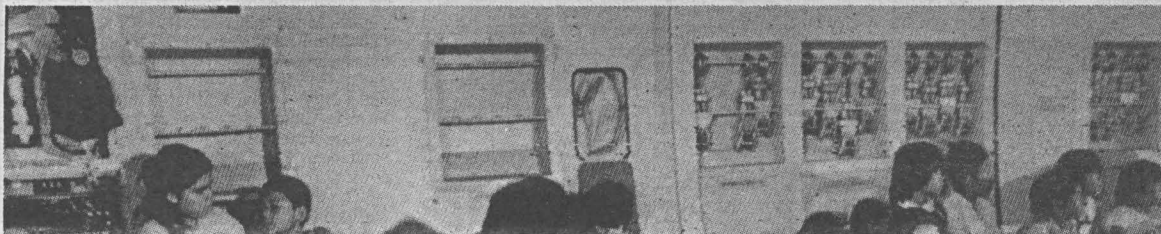
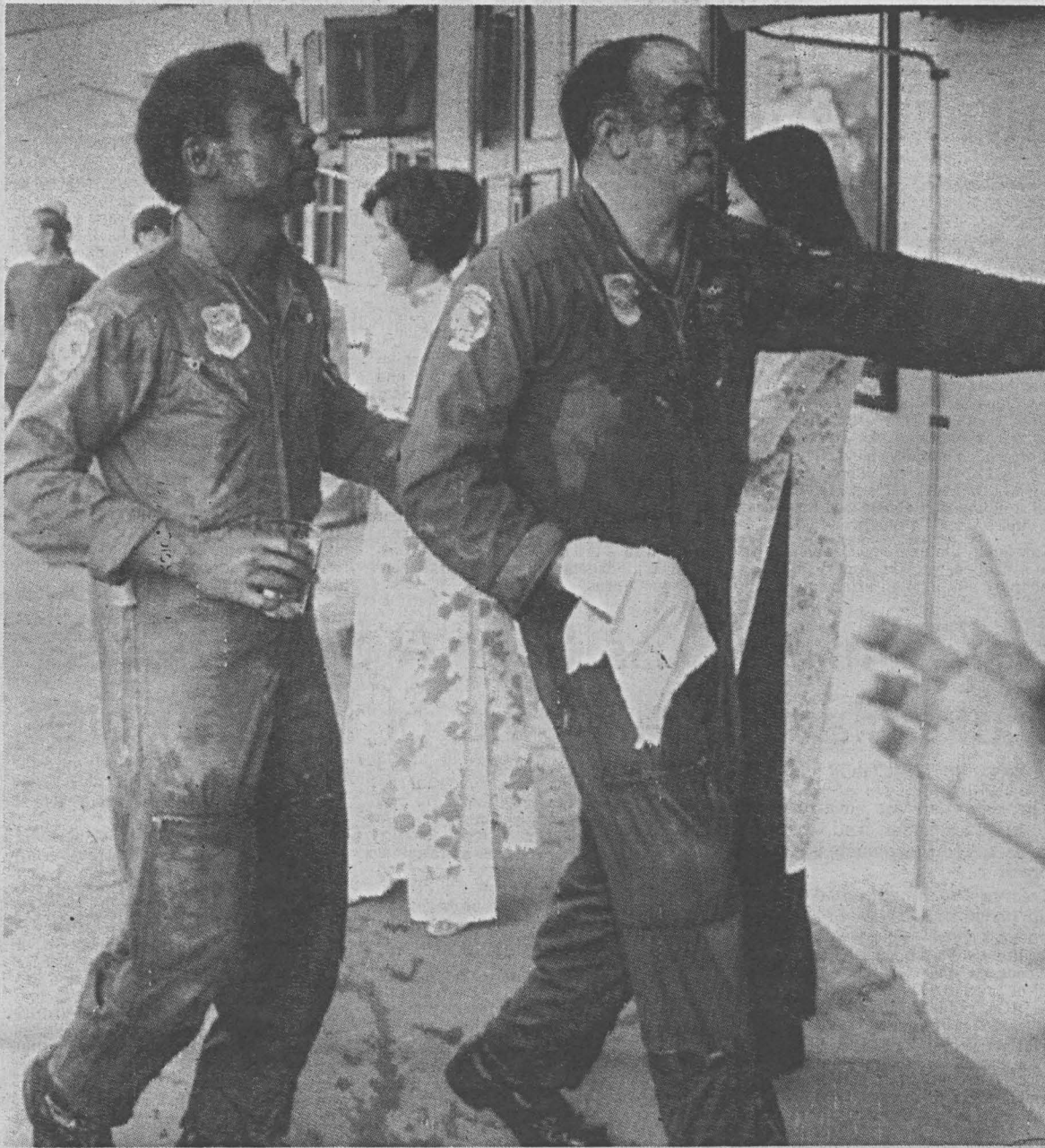
(James) Schlesinger's posture statement for this year indicates that the planes have been developing wing fatigue much faster than expected," Aspin added. "Until we find out whether the wing explosion which caused the crash had anything to do with this problem, the plane should be grounded temporarily."

STARS AND STRIPES

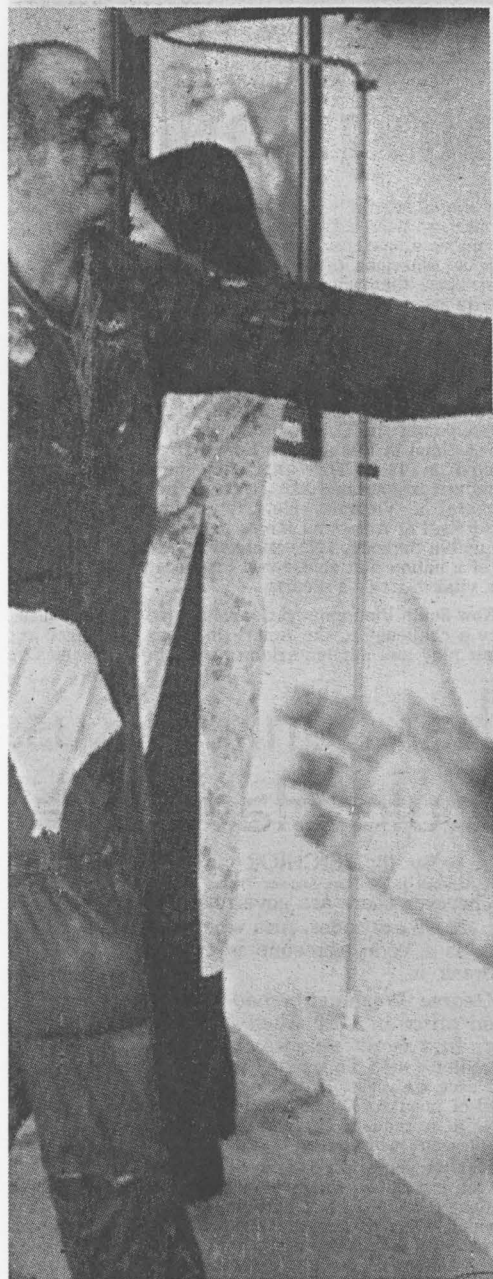
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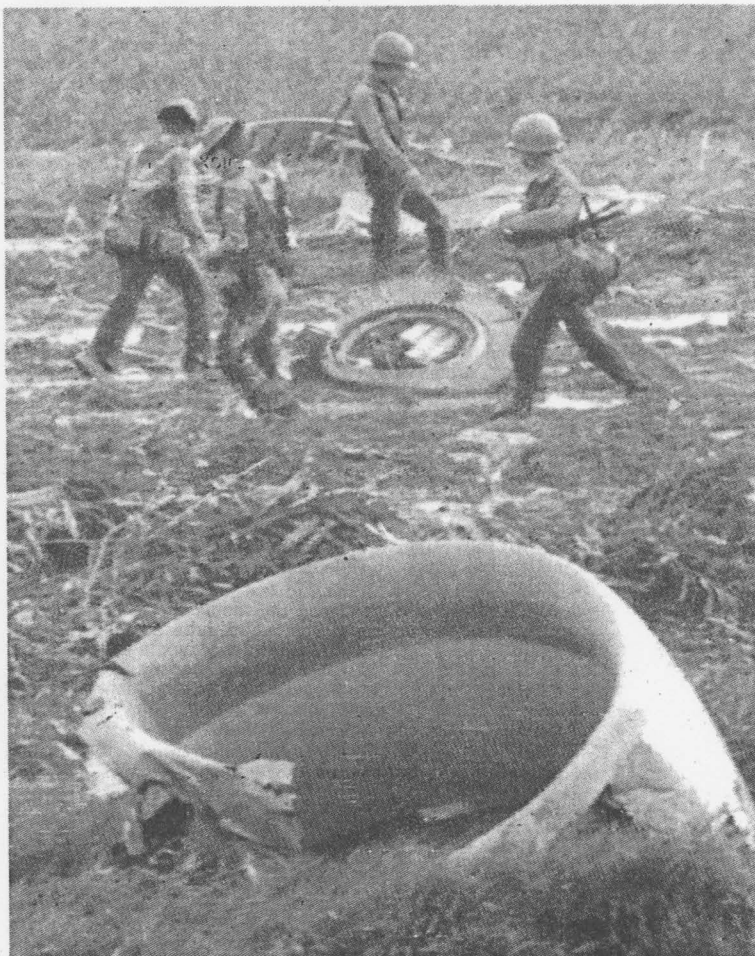
# Horror



# Horror of the Or



# The 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.

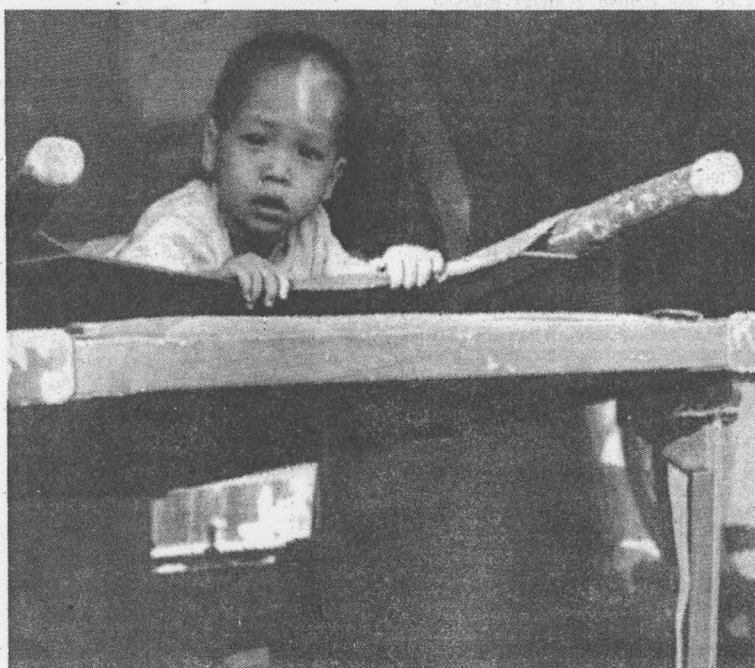
—Top right, soldiers comb through pieces of plane.

—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.

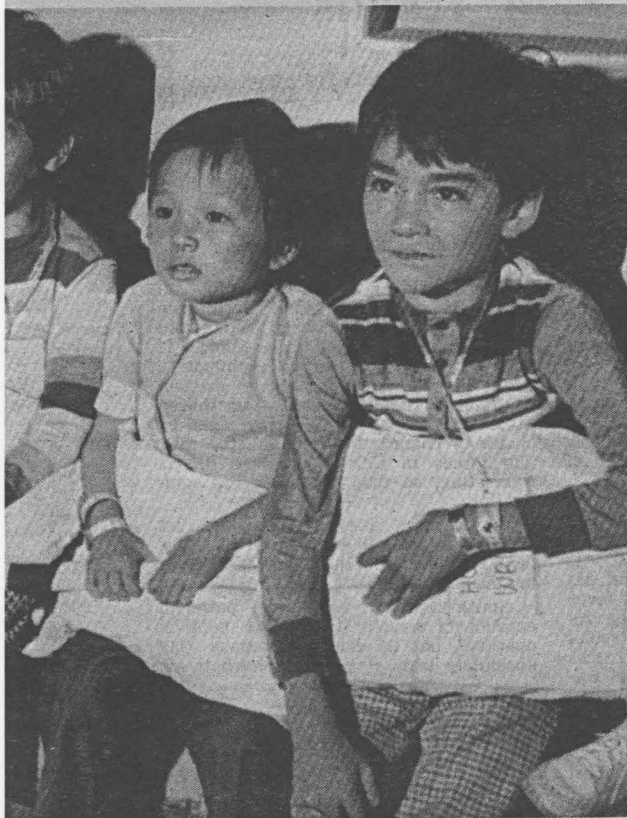
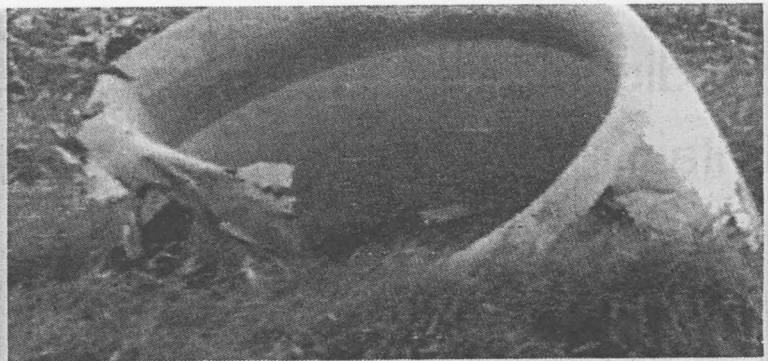
—Bottom, tiny tots clinging to baby bottles are strapped down.

—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.

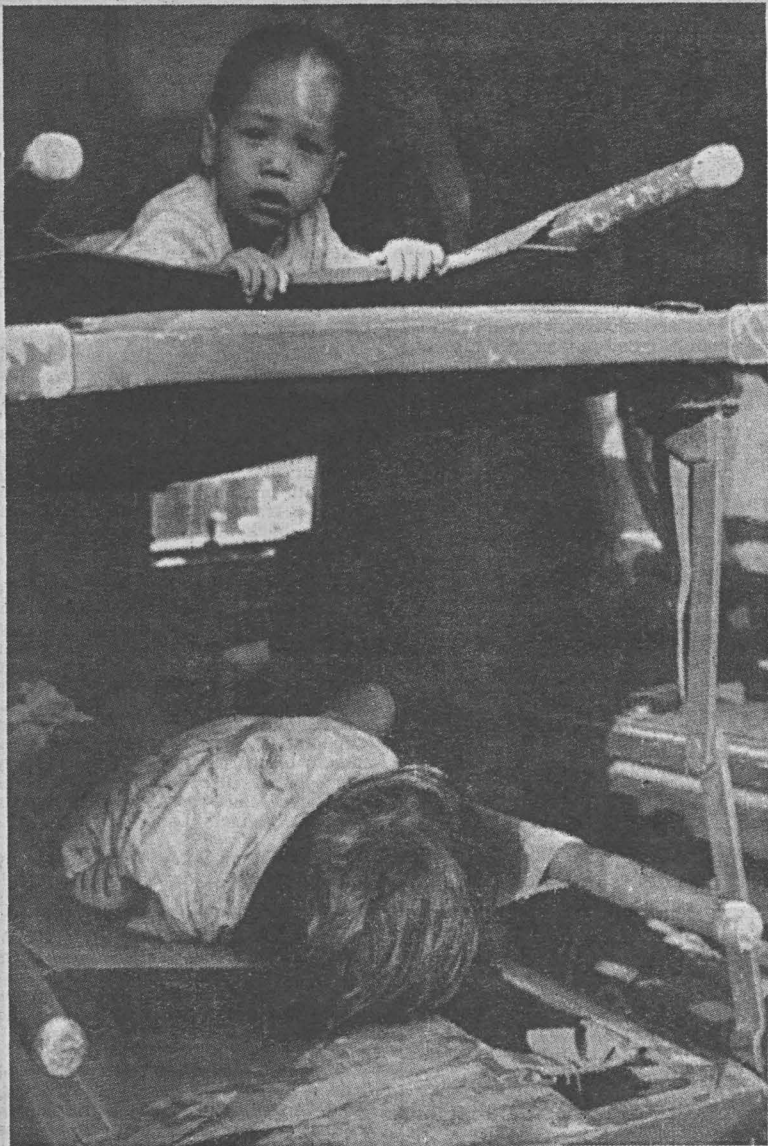
—Left, kids hold onto their pillows just before takeoff.

—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.

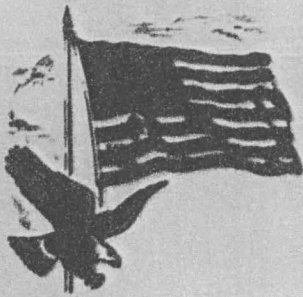
Debris littered the paddy field and clothing was strewn about. The bodies of some headless children were wrapped in ponchos and put aboard the helicopters that flew them to the morgue.

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

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Associated Press

NUMBER 80

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

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

Pierre, SD

TERRE SD 57501

# flight crashes

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

Witnesses told Associated Press correspondent Huynh Minh Trinh that they heard two explosions before the plane plunged into a paddy field near a village 1½ miles from Tan Son Nhut air base.

The plane skidded through the field and exploded. After the impact, the cockpit was lying about 100 yards from the fuselage and the tail section

about the same distance away.

A spokesman for the U.S. Embassy said the plane carried 243 Vietnamese orphans and 53 adults including the crew, flight nurses and escorts. Most of the escorts were Americans, dependents of employees of the U.S. defense attache's office.

Fire trucks and other rescue vehicles were unable to get to the crash site because of the narrow road that could only be traveled by foot.

More than 100 South Vietnamese militiamen were ordered to the crash site to provide security for the rescue operation.

American rescuers with sledge hammers and crow bars rushed to the crash site.

Helicopters from Air America, the American charter airline, and the South Vietnamese air force picked up the survivors and rushed them to the

Seventh Day Adventist Hospital in Saigon.

"All I know is that I had a lot of friends on board," said one American girl as she sobbed uncontrollably, covered with dirt and grime.

The children were to have been examined at Clark base, 45 miles north of Manila, and those pronounced fit for the trans-Pacific flight were to have been

**ORPHANS**

Please see Page 2, Col. 5



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dered the U.S. Embassy in Saigon to "cut red tape" to speed the evacuation of Vietnamese orphans to the United States, and an airlift for 2,000 of them was being set up.

### ● SURVIVOR:

(Continued from Page 1)  
 adoption agencies ran out of the hospital wards carrying two and sometimes three children in their arms. Some of the children were dressed in bluestriped hospital smocks.

Many of the women were red-eyed with tears. They kept up a constant stream of reassuring talk to the children, many of whom could not understand English.

"All right, all right," said one young American man. "Everybody is going to be okay."

"I put them on the plane. I put them on the plane," said another young woman as she arrived from the airport.

One member of the plane crew lay on a stretcher in a corridor, gasping while several nurses cut away his clothes and prepared bandages. His face was blackened.

A van spilled out seven more surviving crew members, including one woman who appeared to be unhurt. As they jumped from the van, one of them cried, "Don't talk! Don't talk!"

President Truman on April 11, 1951, called Gen. Douglas MacArthur home from Korea and fired him.

**Conference  
 DADCAST**



would hurt recruitment.

De Zonia said his office wants Dakota State to succeed. "We can be faulted on both sides of the coin — for moving too rapidly or moving too slow," he said. "We want to proceed with care."

A motion to approve the four-year program was defeated, and the regents then voted to delay action on the proposal for a year. USD Springfield Provost Dr. Carrol Krause said the delay would not hurt the long-range impact of the program, although it would delay it.

### ● ORPHANS

(Continued from Page 1)  
 flown to the United States Saturday.

The children aboard the first flight were reported to be six to 12 months old. Most of them came from an orphanage operated by the Friends for All Children agency, which has headquarters in Boulder, Colo.

The babies were packed into the plane — 10 of them in seats that normally accommodate three adults on the upper passenger deck; strapped to the floor on the lower cargo deck.

Many screamed in fright as the big plane was loaded. Others slept in the arms of some of the relief workers accompanying them.

The Air Force began flying the Lockheed plane in June 1970, but it has been plagued by wing cracks and still flies under weight restrictions.

The Galaxy was grounded for a time in 1971 after one of the four engines tore loose as one of the planes was preparing to take off from Altus Air Force Base in Oklahoma.



hearing at which interested property owners may appear. The proposed service sewer mains include two projects in the southwest part of the city.

ALDERMEN are also expected to take action on a request by S&W Construction Co. for release of \$24,012 retained by the city from S&W pending completion of Schedule A of the Lake Kampeka sewer construction project. Release of the retained sum was asked by S&W last month but aldermen asked City Auditor Lauretta Hoff to supply them with data before a decision is made.

The \$150,000 transfer from utilities funds to the general fund is part of a \$441,000 transfer to be made during 1975. The procedure, an annual one, is made in lieu of taxes to replace the tax revenue the city would receive were the utilities privately-owned.

Aldermen will also act on approval of a plat of the Pelican View addition embracing the old landfill site southeast of Lake Pelican, rezone several lots in southeast Watertown to be included in the R-4 (mobile home courts) district, establish the entire city as a fire district with designated fire zones and accompanying establishment of a uniform building code, and amending an ordinance regulating compaction after street excavation.

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- Steak Sandwich
- French Fries
- Malts
- Sundaes 30¢
- Floats 20¢, 3
- Banana Split
- Shakes
- Root Beer, Sprite & 15¢, 20¢, 3

**DAIR**



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# Denver Mountain News

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DENVER, COLORADO 80201, SATURDAY, APRIL 5, 1975

## 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 other possibilities when they reach the crash site probably Saturday. The plane is 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 C-5 was struck by a missile near the airport. The pilot lost all elevator and flap control after what was described as a "massive explosive decompression" in the cargo compartment.

A spokesman said the word explosive was used because of the suddenness of the decompression.

The decompression was 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 sabotage.

**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



of a C5 transport plane loaded with 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 be affected if the doors blow out.

A team of Air Force experts will investigate this and other possibilities when they reach 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 Tan Son Nhut airport said he lost all elevator, rudder and flap control after what was described as a "massive explosive decomposition" in the cargo compartment.

A spokesman said the word explosive was used to describe the suddenness of the decom-

position. In addition, 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.

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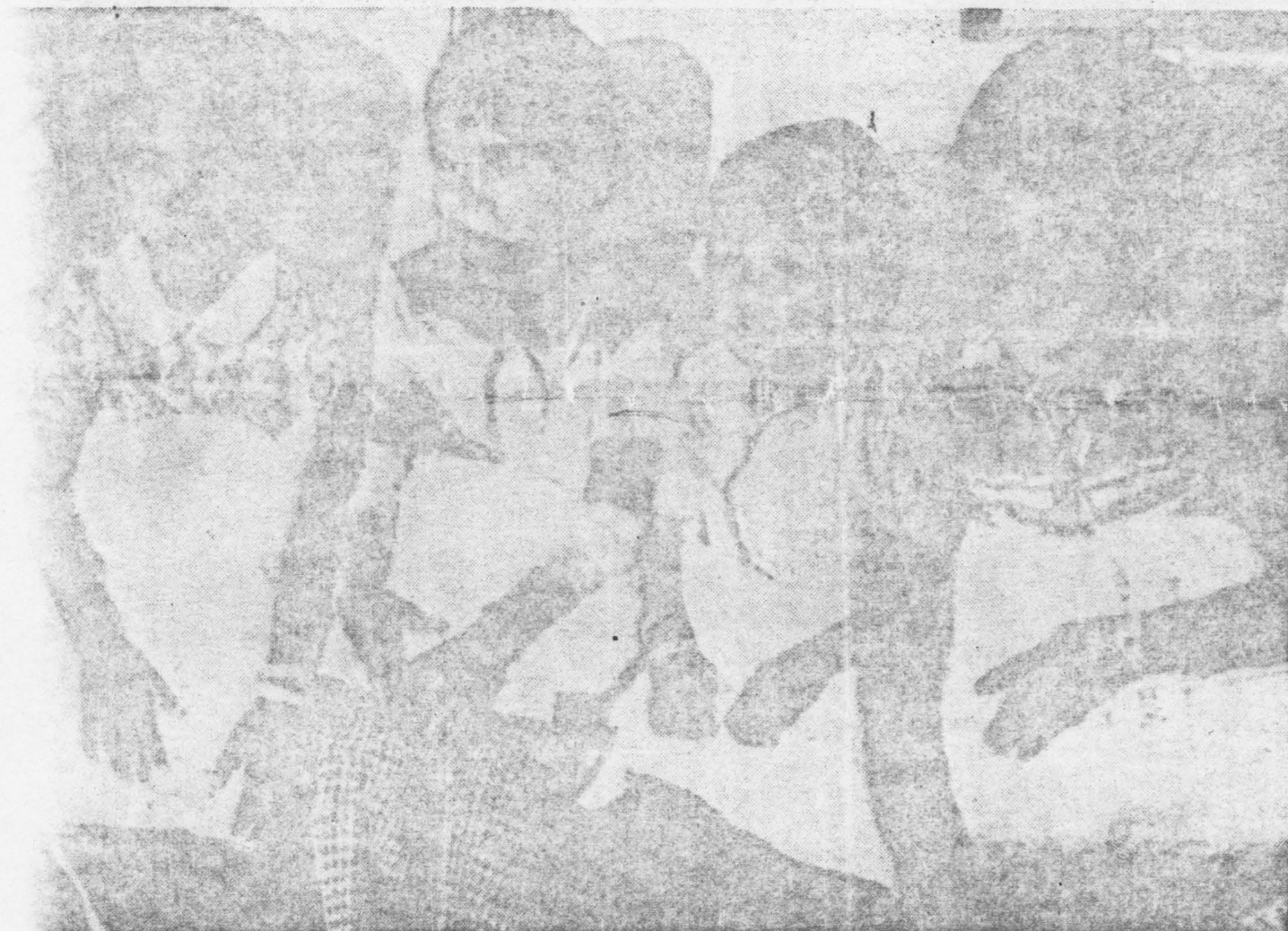
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## **FDMI, 1st National Bancorp. hit with class action suit**

**STORY ON PAGE 5**



UPI PHOTO

### **Plane carrying orphans crashes**

Minutes after this photo was taken Friday, an Air Force plane carrying these and 239 other Vietnamese war orphans crashed and burned while attempting an emergency landing at Tan Son Nhut airport. STORY ON PAGE 3.

# 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 the 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 1,000 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.

A spokesman said at least 178 of them, orphans 8 years old, died when the jumbo transport — the plane — crash-landed in a rice paddy. It was unable to make it back to Saigon after the cargo doors blew off in flight. The first of President Ford's orphans from South

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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)

Sat., April 5, 1975, Denver, Colo.

Rocky Mountain News—13

# Refugee plane crashes at Saigon

(Continued from page 3)

South Vietnamese troops moved in quickly to seal off the crash site, an area partially under Communist control.

American-built helicopters swept in quickly, taking out the injured first, then the dead.

Many of the corpses were babies who had been strapped into the transport, which had arrived in Saigon earlier Friday carrying artillery pieces and ammunition for government soldiers fighting to stave off a Communist takeover.

Most survivors were flown by helicopter to the Seventh Day Adventist Hospital just outside Tan Son Nhut airport's

main gate. When the United States had troops in Indochina, the hospital was operated by the military and treated thousands of wounded GIs.

"I just can't talk," said an American woman escort who survived the crash. "I just don't know what happened. It was just so fast. All I know is we landed in a big mud puddle and here I am now."

A crewman who survived, a U.S. Air Force reservist from California, said, "I just came out here for the weekend."

Some of the crewmen were injured. All but one were found alive by nightfall, the U.S. embassy said.

The huge gasoline tank on

the wing of the plane evidently ruptured at impact, touching off a fire that still raged when darkness fell several hours the crash. Fire engines could not reach the site, a mile from the nearest road, and not far from the Saigon River.

At dusk South Vietnamese soldiers had deployed around the site, the scene of fighting the previous night.

"I saw the airplane going up, then suddenly swinging around and returning," said a government militia man in nearby An Phu Dong village, only five miles north of the center of Saigon. "It lost headway and crashed into the swamp."

Stunned Vietnamese soldiers

and Americans worked side by side, carrying the mangled bodies of babies to the helicopters.

"All those who survived must have been on the upper passenger deck," said Dr. William Oldham, the American chief medical adviser to the government of South Vietnam. "All those below in the cargo section must have been killed."

"There could be people anywhere in this grass," said a weary American rescue worker at dusk, slogging through the mud and the high grass that grew from it. "We're going to have to sweep this area tomorrow."



4-4-75

The Press Democrat

Santa Rosa,

CA

# Local families await word about orphans

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

Whether the children, a six-week old baby girl and an eight year old girl, ever left for Saigon or were part of the plane-load that crashed leaving Saigon, is a mystery to those waiting here.

Mrs. Gerald Clausen, Sonoma County chairperson for Friends of the Children of Vietnam, said she has been trying unsuccessfully to reach Friends headquarters in Denver since she heard of the crash.

"We usually get a cable after a plane flight to tell us whose child is ... but it is quite likely that with this

tragedy this information is not known at this end."

"All we can do is watch and wait."

She said the infant was expected on a regular Pan American flight at any moment "before the crisis," and that the older child had been waiting for paper work to be completed to leave Saigon.

The Clausens, who live in Healdsburg, received one of two Vietnamese orphans four weeks ago. Their six-year-old left the country before the Communist takeover.

But another child, living in an orphanage in Qui Nhon, never made it to Saigon.

"The last we heard he was in the orphanage last weekend. And Qui Nhon fell on Monday."



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## Crash stuns adoption group

BOULDER, COLO. (AP).—An air of gloom and frustration settled over the offices of Friends for All Children after the crash of a plane carrying Vietnamese orphans to their new homes in the United States.

"I'm just stunned. Stunned and hopeful that we can evacuate the remaining children in our care," said Deanna Carnie, assistant director of the group.

For weeks, Mrs. Carnie and a small staff of paid workers and volunteers have been trying, almost desperately, to speed up evacuation of the 550 Vietnamese orphans for whom they have found American parents.

Their efforts have been frustrated by lack of funds, bureaucratic snarls, difficulties in chartering aircraft and—finally—by the tragic crash near Saigon Friday of a giant C-5A transport carrying 243 orphans.

There has been only one commodity that has not been in short supply. The agency for years has had more would-be parents on its waiting list than it could provide children.

In recent weeks, Americans' fervor for adopting young Vietnamese refugees has increased nearly to the point of frenzy.

"Every time I pick up the phone, there's somebody on it wanting to know if they can adopt an orphan," Mrs. Carnie said.

**Fo**

Actual Model that's sold holds up from the feature for \$89. at Forsh

# 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.

Headless bodies were buried in the mud.

It was the crash site of a U.S. Air Force C-5A Galaxy transport that was to have carried 243 Vietnamese orphans to the United States.

It crashed on takeoff from Saigon Friday.

**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.

"You could see it," he said at Seventh Day Adventist Hospital, where he had been taken, muddled but unhurt after the crash.

"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.

"**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."

An injured flight nurse said from a litter in the hospital corridor, "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

## Worst air crashes

By Associated Press

SAIGON — The crash here of a U.S. Air Force C-5A transport carrying 243 Vietnamese orphans appeared to be the fourth deadliest aircraft disaster on record in terms of lives lost.

U.S. officials said Friday 305 persons were aboard and the fate of more than 180 was not known. They said about 100 orphans and 15 to 20 other persons were pulled from the wreckage alive, while the rest were either dead, injured or still trapped in the wreckage.

Records show the worst aviation disaster in terms of lives lost was the crash of a Turkish DC-10 in March, 1974, while taking off from Orly Airport in Paris in which 345 persons were killed.

The second highest known crash toll is 176, a count that was recorded twice: When a Soviet plane crashed near Moscow in October, 1972, and when a Jordanian Boeing 707 went down at Kano, Nigeria, in January, 1973.

"We talked about what doors we were going out of when we impacted. We didn't stand by the doors. We were feeding oxygen to the kids. "The kids were wonderful," she added, asking that her name not be used.

"My folks didn't know I was on this flight," she said.

"**THE CHILDREN** were beautiful. They were noisy when we took off. They were scared, and they didn't like the straps holding them down.

"They were sitting two to a seat, six seats across, 12 to a row.

"Once the decompression condition hit, the kids didn't say a word. They quieted down right away."

*John O'Lo*

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## Workshop rapped

109 Etherton rd., and back to Lafayette.

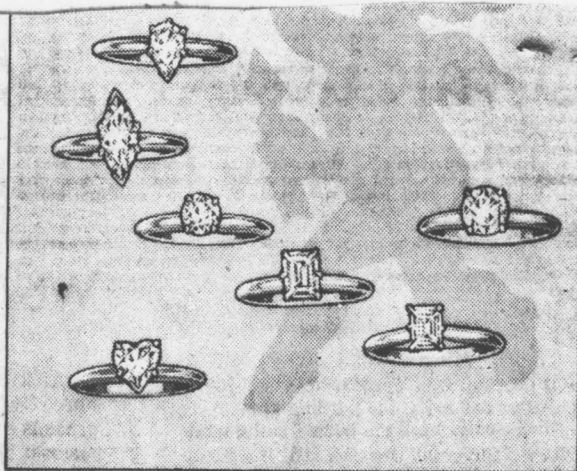
Sponsors hope to raise nearly \$13,000 on the walk, the amount needed as matching money for a federal grant for a sheltered workshop in the area.

The workshop would employ mentally and physically handicapped persons who would have difficulty finding work elsewhere.

One West County woman, Mrs. Linda Townsend, will push her handicapped brother, Buddy Crews, in a wheelchair over the 20-mile course, said Joe Burgess, head of the Lafayette Service Council. Crews is employed in a sheltered workshop in Murphysboro, Ill., and wanted to help the West County effort, Burgess said.

## and slam

...e the numbers drawn Friday  
...nd slam.



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A dazed child, who was in C-5A crash, peers from stretcher in ambulance after arrival at hospital in Saigon.

—AP Wirephoto

'HOPE TO GET REST OUT'

# Agency stunned at death of orphans in plane crash

4-4-75  
Santa Barbara

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, assistant director of Friends of All Children, said today.

She had just learned of the crash outside Saigon of an Air Force C-5A transport carrying 243 orphans, many of them from an orphanage operated by the agency. More than half of the orphans died.

**THE VOLUNTEER GROUP** has been trying to evacuate about 550 Vietnamese orphans to the United States, but the effort has been plagued by delays

and frustrations. "I know many of our children and staffers were on that flight," Mrs. Carnie said. She sat stunned in the group's offices as the sun broke through a heavy blanket of smog covering the mountain valleys west of Denver.

The agency director, Wende Grant, and her husband maintain the office in their suburban home. The four Vietnamese children they adopted earlier were still asleep.

**MRS. GRANT** had been in Saigon helping to direct the increasingly frenzied evacuation effort and had planned to re-

turn to the United States in one of the plane loads of orphans.

There was no word if she was on the aircraft, although she was thought to be in Vietnam.

An unpleasant duty assigned Mrs. Carnie and other staff and volunteers: The task of forming prospective parents for the fate of their adopted children.

"We will notify parents soon as we know anything that probably won't be away," Mrs. Carnie said. "We said it would probably be tomorrow or later if parents learned the fate of their adopted children."

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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

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

"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."

An injured flight nurse said from a litter in the hospital corridor:

"I think the kids were quiet because they were getting doozy 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 did not stand by the doors. We were feeding oxygen to the kids.

"The kids were wonderful," she added, asking that her name not be used. "My folks didn't know I was on this flight."

"The children were beautiful. They were noisy when we took off. They were

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

"They were sitting two to a seat, six seats across, 12 to a row.

"Once the decompression condition hit, the kids didn't say a word. They quieted down right away."

Hadley and the flight nurse were on the second level of the huge plane, sandwiched between the top deck and the cargo hold 65 feet below. All levels held orphans and their mainly American women escorts.





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—AP P

APRIL 4, 1975

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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 medical technician topping his two weeks of reserve training with what he thought would be just a weekend flight to

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Hadley and the nurse were on the same level of the huge plane, sandwiched between the deck and the cargo hold, feet below. All levels of orphans and their mothers, American women escorted



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 another 100 were rescued by President Ford's officials. There were a total of 305 persons aboard the transport, a U.S. Air Force C-5A Galaxy, which 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 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 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

4-4-75  
Santa Barbara  
Continued

# Up to 190 are killed in crash of giant 'orphan lift' airplane

Continued from Page A-1  
down at Kano, Nigeria in January 1973.

The plane skidded through the field and exploded. After the impact the cockpit was lying about 100 yards from the fuselage and the tail section about the same distance away.

An hour after the crash, black smoke still billowed from the plane's cockpit. Air America and South Vietnamese helicopters plucked survivors from the wreckage, taking them to the Seventh Day Adventist Hospital near the air base. The choppers also carried out the mangled bodies of children and Americans who were escorting them.

Fire trucks and other rescue vehicles were unable to get to the crash site because of the narrow road that could only be traveled by foot.

More than 100 South Vietnamese militiamen were ordered to the crash site to provide security for the rescue operation.

**AMERICAN RESCUERS** with sledge hammers and crow bars rushed to the crash site.

The plane, the biggest in the world, was rushed to Saigon today from Clark Air Force

Base in the Philippines to inaugurate a U.S. government airlift of 2,000 Vietnamese war orphans to the United States.

The plane was about 18 miles northeast of Saigon when the pilot reported that he was having decompression problems and would return to Tan Son Nhut.

As he was coming in, the Embassy reported, the left wing caught fire and exploded and the plane crashed a mile and a half short of the air base at 4:45 p.m.

Helicopters from Air America, the American charter airline, and the South Vietnamese air force picked up the survivors and rushed them to the Seventh Day Adventist Hospital in Saigon.

"All I know is that I had a lot of friends on board," said one American girl as she sobbed uncontrollably, covered with dirt and grime.

**THE CHILDREN** were to have been examined at Clark base, 45 miles north of Manila, and those pronounced fit for the trans-Pacific flight were to have been flown to the United States tomorrow.

The babies were packed into the plane — 10 of them in seats

that normally accommodate three adults on the upper passenger deck; strapped to the floor on the lower cargo deck.

Many screamed in fright as the big plane was loaded. Others slept in the arms of some of the relief workers accompanying them.

The \$56 million C-5A Galaxy is manufactured by Lockheed and is 248 feet long, has a 223-foot wingspan and stands as high as a six-story building.

The Air Force began flying the plane in June 1970, and it made a valuable contribution to the Vietnam war by hauling heavy equipment speedily to the war zone. But it has been plagued by wing cracks and still flies under weight restrictions.

The Galaxy was grounded for a time in 1971 after one of the four engines tore loose as one of the planes was preparing to take off from Altus Air Force Base in Oklahoma.

The first crash of a C-5 was near Clinton, Okla., on Sept. 27, 1974.

*Galaxy*

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

*Crashed plane 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.

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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 8 months to 12 years in age, 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 plane was 40 to 60 miles out of Saigon when a rear cargo door blew out from unknown causes, the embassy said. This damaged the Galaxy's elevators as the plane was flying at 31,000 feet.

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

The crash sent a wave of shock through the United States where hundreds of families were waiting to adopt the 2,000 orphans to be brought there on the military airlift. A White House aide, awakened at the Presidential quarters at Palm Springs, described the crash as unbelievable and shocking.

South Vietnamese troops quickly sealed off the crash site, an area near the Saigon River which is under partial communist control. The plane was a mile and a half from the airport when it fell.

Many of the dead were children who had been strapped to the floor of the transport. It arrived here earlier today from the Philippines carrying artillery pieces and ammunition for hard-pressed South Vietnamese troops struggling against Communist forces near the city.

Earlier this week, U.S. aid officials refused to allow the same group of orphans to board a World Airways charter plane because they felt it was unsafe to fly with the youngsters strapped to the floor.

It was the first crash of a passenger plane at Tan Son Nhut, which at the height of the Vietnam war was one of the world's busiest airports. Although the area of the crash is partly controlled by the Viet Cong, there was no indica-

# abylift airliner disaster

—From Page 1

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TYPE OF PLANE THAT CRASHED AT SAIGON THIS MORNING

A gigantic USAF C5A Galaxy transport, largest carrier in the air

—AP Photo

## What a C5A Galaxy is like

United Press International

WASHINGTON — The C5A Galaxy, the Air Force transport that crashed today with a planeload of Vietnamese orphans in Saigon, is the world's largest airplane and was designed to carry tanks and helicopters.

Built by the Lockheed Corp. of Marietta, Ga., the Galaxy first flew in 1968 and had never before been in-

involved in a fatal accident.

Two of the 81 planes, built at a cost of about \$55 million each, had burned while on the ground and a third was destroyed by fire last year after making a crash landing forced by a midair fire in one of its four turbofan engines. There were no injuries in any of those inci-

Jane's All the World's Air-

craft says the 230-foot craft has a maximum payload of 225,000 pounds and a top speed of 550 miles an hour.

The plane has a normal crew of five and can carry as many as 15 in relief crews. An upper deck can seat 75 troops and the main deck can carry 270.

"But the aircraft is intended primarily as a freighter," Jane's says.

there had been fighting in the area of the crash only last night. Troops were rushed to the scene as helicopters ferried out the dead and living.

The children were from American-run orphanages in Saigon and were leaving Vietnam for their foster families in the United States. The survivors were flown to the Seventh Day Adventist hospital just outside the gates of Tan Son Nhut.

The controversial swept-wing C5-A had been delayed

on its departure earlier today from Clark Air Force Base where it was rushed into service under Ford's plan. It was to have flown back to Clark for 48 hours of medical treatment of the orphans before flying on to Travis AFB in California.

The two-decker plane may have been carrying more passengers than any C5-A ever had attempted. The aircraft was designed to haul tanks, helicopters and other large military equipment. Passenger seats were not routinely placed in the cargo compartment although about 80 regular airline seats are included in a second deck of the plane.

"I saw 20 to 30 babies who survived carried out," said Dr. William Oldham, an

American who is chief medical adviser to the government of South Vietnam. "All those who survived must have been on the upper passenger deck. All those below in the cargo section must have been killed.

"Many of those babies survived the crash beautifully," he said. "I carried in one handicapped boy who still had his crutch and brace and all he said was he wanted to go potty."

The Adventist hospital said 20 adult females, 10 babies and 3 adult males had been declared dead on arrival. Five children were being treated for injuries. The reports said more than 100 of the orphans were released and taken back to their foster homes here by relief workers.

## Some had no chance

Associated Press

SAIGON. — "Some of us got out through a chute from the top of the plane, but the children at the bottom of the plane didn't have a chance," said the tall, mud-stained young American woman.

She was one of the survivors of the crash today of a giant U.S. Air Force C5A Galaxy shortly after it took off with 243 Vietnamese war orphans bound for the United States.

The first helicopters from the crash scene brought 63 babies still alive to the Seventh Day Adventist Hospital.

The U.S. Embassy said possibly 100 of the children and 10 to 15 adults survived, including the pilot.

The young woman was too stunned to give her name. When asked what had happened, she remained silent for several seconds, she said, "The airplane we down."

Officials of adoption agencies hurried around the courtyard of the hospital trying to put the uninjured children into vehicles to return them to the orphanages they had left a few hours before.

As one auto pulled away jammed with 22 babies and small children and several escorts, it passed three nurses pushing a trolley. In it was a crash victim in a green canvas body bag, on the way to the hospital's morgue.

Another woman stood in the middle of the courtyard, asking, "Will anyone lend us a car to take these children back?" The children were wide-eyed and silent. They did not speak. They did cry.

# Babylift airliner disaster

—From Page 1

tion that C5A had been shot down.

Initial reports said the plane had reached an altitude of 3,000 feet when the cargo door blew off — a type of incident similar to that which caused the crash of a Turkish DC-10 near Paris on March 3, 1974, killing 345 persons in history's worst air disaster.

The C5-A immediately lost pressure and the pilot tried to return to Saigon.

About a mile-and-a-half short of the airfield the plane smacked into some muddy rice paddies and skipped across like a flat rock on a pond. Pentagon officials said fire apparently broke out in a wing when a fuel tank ruptured on impact.

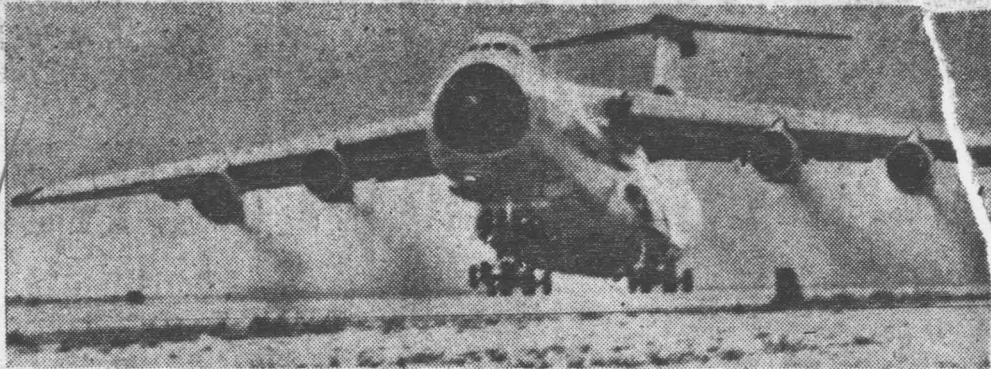
The huge clouds of black smoke could be seen in Saigon, seven miles away.

The first airlift of 52 orphans arrived yesterday in San Francisco aboard a privately-owned World Airways DC-8 to a country touched by the plight of the millions of refugees fleeing a Communist offensive. Adoption agencies throughout the nation were swamped with requests for Vietnamese children.

Yesterday, President Ford announced he was earmarking a special \$2 million fund to fly out 2,000 orphans by military aircraft. Today's crash — the first involving a C-5A — was the first flight of the plan called "Operation Babylift."

U.S. officials in Washington said that despite their dismay at the news of the crash there were no plans to discontinue the flights.

Military sources said



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A gigantic USAF C5A Galaxy transport, largest carrier in the air

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Associated Press

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She was one of the survivors of the crash. The giant U.S. Air Force Galaxy shortly after the crash with 243 Vietnamese orphans bound for the United States.

The first helicopter to arrive at the crash site was a Seventh Day Adventist

The U.S. Embassy in Saigon possibly 100 of the orphans and 10 to 15 adults, including the pilot.

The young woman was stunned to give her name. When asked what happened, she remained silent for several seconds, said, "The airplane crashed down."

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# 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.

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# Two Doors Blew Off Big Jet 100 of 243 Children Live

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**THE EMBASSY** said that in addition to the children — mixed-blood orphans, most sired by American GIs — the plane carried 44 U.S. mission escorts, 16 Air Force crewmen and two flight nurses on its flight out of Saigon.

"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 potty."

U.S. officials 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 to fly with youngsters strapped to the floor, as some were on the ill-fated flight Friday.

Adoptive parents throughout the United States anxiously awaited

**Turn to Page 16A Col. 1**

April 4, 1975

## Coordinator horrified

The man coordinating the evacuation of South Vietnamese orphans for an adoptive agency here expressed horror and shock today at news that a plane carrying 243 orphans had crashed.

"Oh, God," exclaimed Richard Blanchfield, evacuation coordinator for Friends for All Children, an adoption agency based in Boulder, Colo. "This is horrible."

Most of the orphans aboard the plane came from

an orphanage the agency operates.

"We are in a state of shock. We are going to investigate this," Blanchfield said and then left the phone.

### • Quotable

*"My only solution for the problem of habitual accidents is for everybody to stay in bed all day. Even then, there is always the chance you will fall out."*

—Robert Benchley

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.

He turned aside all other questions about the Travis-based C-5A cargojet that crashed on takeoff at Saigon early today, killing at least 178 of the Vietnamese orphans aboard.

The huge plane was to have brought the children to this Solano County field, in line with President Ford's announcement that 2,000 little refugees would be flown to the U.S. under government auspices.

"It was one of our aircraft, one of our crews," said Capt. Nevels.

Officers at Travis have talked with surviving crew members, he said.

He declined to say what they may have reported about the cause of the tragedy.

He said he was authorized only to report that he could neither confirm nor deny the possibilities of sabotage or gunfire.

The accident cast a cloud over plans to bring this C-5A and other Air Force planes into Travis in the airlift announced only yesterday by the President.

"We do not know anything at all about any further airlifts," Capt. Nevels said.

"We are in a sort of limbo about that."

Before the tragedy, Travis was reported gearing up to take a major part in the government-sponsored evacuation.

"Activity is picking up."

# Louis Globe-Democrat

122 Years of Public Service / Founded July 1, 1852

Democrat Publishing Co.

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

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## Possible Sabotage in Viet Air



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

—AP Wirephoto

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# Possible sabotage in Viet air crash

Continued from Page 1A

loading of the war orphans and preparation 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-5A cargo doors in the nearly five years that the plane has been in operation.

**THE INSIDE OF THE C-5A**, which stands as high as a six-story building, was like a nursery before take-off. Children were tied to the floor with cargo harnesses. The women who were escorting them sat along the side of the plane caring for tiny babies. On the upper deck, babies were strapped 10 to a normal three-across seat.

The plane took off at 4:10 p.m. and was 18 miles northeast of Saigon when the pilot reported he was having decompression problems and would return to Tan Son Nhut. Traynor said, "The aft pressure door failed and blew out. 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

# 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  
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287  
16  
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303

*Presumably  
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."

South Vietnamese troops quickly sealed off the crash site, an area near the Saigon River which is under partial Communist control. The plane was a mile and a half from the airport when it fell.

Many of the dead were children who had been strapped to the floor of the transport, which arrived here earlier today from the Philippines carrying artillery pieces and ammunition for hard-pressed South Vietnamese troops struggling against Communist forces near the city.

Earlier this week, U.S. AID officials refused to allow the same group of orphans to board a World Airways charter plane because they felt it was unsafe to fly with the youngsters strapped to the floor.

It was the first crash of a passenger plane at Tan Son Nhut, which at the height of the Vietnam War was one of the world's busiest airports.

The area of the crash was partially controlled by the Viet Cong but there was no indication the C5A had been shot down. Initial reports said the plane had reached an altitude of 37,000 feet when the cargo door on the plane blew off—a similar type of incident which caused the crash of a Turkish DC10 near Paris on March 3, 1974, killing 345 persons in history's worst air disaster.

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# THE PRESS DEMOCRAT

The Redwood Empire's Leading Newspaper

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





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The C5A immediately lost pressurization, and the pilot tried to return to Saigon. About a mile-and-a-half short of the airfield the plane smacked into some muddy rice paddies and skipped across like a flat rock on a pond. Pentagon officials said fire apparently broke out in a wing when a fuel tank ruptured on impact.

The huge clouds of billowing black smoke could be seen in Saigon, seven miles away.

The first airlift of 52 orphans to the United States arrived Thursday in San Francisco aboard a privately owned World Airways DC8 to a country touched by the plight of the millions of refugees fleeing a Communist offensive. Adoption agencies throughout the nation were swamped with requests for Vietnamese children.

Thursday, President Ford announced he was earmarking a special \$2 million fund to fly out 2,000 orphans by military aircraft. Today's crash—the first involving a C5A—was the first flight of the plan called "Operation Babylift."

U.S. officials in Washington said they were dismayed by

news of the crash but there were no plans to discontinue the flights.

It was the second incident of the day involving orphan flights. A Pan American World Airways plane with 34 orphans aboard was grounded today in Guam by mechanical difficulties.

Military sources said the area of the crash site of the C5A was 50 per cent controlled by the Communist Viet Cong and there

had been fighting in the area only Thursday night. Troops were rushed to the scene to secure the area as helicopters ferried out the dead and living.

The children were from American-run orphanages in Saigon and were leaving Vietnam legally for their foster families in the United States. The survivors were flown to the 7th Day Adventist Hospital just outside the gates of Tan Son Nhut.

## SMOKE BILLOWS FROM SCATTERED DEBRIS OF THE PLANE —UPI Facsimile— Authorities Say More Than Half of Those Aboard Survived the Crash



# 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

Sat., April 5, 1975, Denver, Colo.

Rocky Mountain News—13

# Refugee plane crashes at Saigon

(Continued from page 3)

South Vietnamese troops moved in quickly to seal off the crash site, an area partially under Communist control.

American-built helicopters swept in quickly, taking out the injured first, then the dead.

Many of the corpses were babies who had been strapped into the transport, which had arrived in Saigon earlier Friday carrying artillery pieces and ammunition for government soldiers fighting to stave off a Communist takeover.

Most survivors were flown by helicopter to the Seventh Day Adventist Hospital just outside Tan Son Nhut airport's

main gate. When the United States had troops in Indochina, the hospital was operated by the military and treated thousands of wounded GIs.

"I just can't talk," said an American woman escort who survived the crash. "I just don't know what happened. It was just so fast. All I know is we landed in a big mud puddle and here I am now."

A crewman who survived, a U.S. Air Force reservist from California, said, "I just came out here for the weekend."

Some of the crewmen were injured. All but one were found alive by nightfall, the U.S. embassy said.

The huge gasoline tank on

the wing of the plane evidently ruptured at impact, touching off a fire that still raged when darkness fell several hours after the crash. Fire engines could not reach the site, a mile from the nearest road, and not far from the Saigon River.

At dusk South Vietnamese soldiers had deployed around the site, the scene of fighting the previous night.

"I saw the airplane going up, then suddenly swinging around and returning," said a government militia man in nearby An Phu Dong village, only five miles north of the center of Saigon. "It lost headway and crashed into the swamp."

Stunned Vietnamese soldiers

and Americans worked side by side, carrying the mangled bodies of babies to the helicopters.

"All those who survived must have been on the upper passenger deck," said Dr. William Oldham, the American chief medical adviser to the government of South Vietnam. "All those below in the cargo section must have been killed."

"There could be people anywhere in this grass," said a weary American rescue worker at dusk, slogging through the mud and the high grass that grew from it. "We're going to have to sweep this area tomorrow."

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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



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**STORY ON PAGE 5**



UPI PHOTO

### **Plane carrying orphans crashes**

Minutes after this photo was taken Friday, an Air Force plane carrying these and 239 other Vietnamese war orphans crashed and burned while attempting an emergency landing at Tan Son Nhut airport. STORY ON PAGE 3.

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