On the afternoon of 28 April 1975 I was assisting a close friend, Mr. James, with the process of evacuating his family via military airlift from the A.A.O. Compound at Tan Son That Airbase. After all were manifested we were informed there would be a 3 hour wait before the flight would leave. We then returned to the AAM area as it was starting to rain.

At 1720 two A-37's bombed the airport, at least 4 bombs were dropped and there may have been some incoming. Because of the bombing and sporadic incoming the evacuation of civilians was delayed. I kept checking with the evacuation center as to the progress of the flights. Around 0200 the morning of the 29th I took Mr. James and family to the evacuation center as there flight was next to leave. Around 0230 the airport area started receiving constant incoming. At least 2 rockets landed very near the evacuation center.

At this time all evacuation flights were cancelled. I spent the rest of the early morning in a concrete building near the evacuation point. Around 0645 I started walking to the AAM area. I received a ride after I had walked about halfway. The main sliding gate to the AAM compound was closed, but not locked. While crossing the AAM ramp a rocket hit very close, throwing dirt onto the ramp, I also saw a C-119 go down in flames East North East of the Airport.

Capt. Coalso was the first to crank his helicopter and start shuttling pilots from the rooftops to the AAM ramp. The crews were not assigned aircraft and there was confusion as to what we were to do and when the evacuation of people from the rooftops would start.
Operations received word that VNAF wanted fuel from AAM. Shortly after that VNAF started stealing fuel. At this time Frank Andrews came into OPS and reported VNAF pilots were stealing AAM Helicopters from the ICCS Ramp. At this time Pilots were flown from the AAM ramp to the ICCS Ramp. Small arms fire was heard frequently and rockets and mortar fire was observed. There was several VNAF and ARVAN on the ICCS Ramp all of them armed and several of them in the helicopters. When I arrived at the ICCS Ramp I untied and removed the covers from helicopter 093. At this time 6 armed VNAF forced there way onto 093 demanding they be flown to a ship. I told them it wasn't possible, but that I would take them to a place where they would be evacuated to safety.

I then took off and landed them on the AAM Ramp where they were met and disarmed by CAPT Adem and Ballestero then boarded 093 and we departed the AAM Ramp and started shuttling people from building 259 and the Monteray Building back to the AAM Ramp. After 3 trips we were told to shut down on pad 31. It Seemed no one knew if the evacuation of civilians was to start or if there was fuel available at the airport. I remained on pad 31 for approximately 4 hours. I was then told to shuttle people from pads to the DAO evacuation center. When fuel became low I flew to LPD call sign Snow Chief and refueled, then returned to Saigon. Upon returning I was told to shut down on building 259 as the C553 were coming in and they didn't want the small helicopters in the air. Shut down until 1400 at which time I cranked and continued to shuttle people from rooftops to DAO. These shuttles continued for the rest of the day, returning to navy LPD's when necessary for fuel.

On my last trip to Saigon from refueling on a LPD Capt. Sterga flew left seat with me on 093. As it started to get dark all AAM aircraft were ordered to leave Saigon and secure on navy ships. I departed Saigon with a full load.
of people dropping all AAM plus Capt. Stogar] on LPH callsign Lime Stone] because there was no room to secure I refueled and started for the Aircraft Carrier Hancock. I received incorrect figons for the Hancock and was unable to locate the Aircraft carrier so landed on LPH callsign Lime Stone] refueled and got new figons for the Hancock. Landed on the Hancock 2020 and secured. When first approached by the Marine Security Guards they were going to throw all survival gear and weapons overboard. I then explained to them that I might have to fly the next day and I would need the survival gear and weapons. The guards then checked all baggage survival gear and weapons. I then went below and joined the rest of the AAM flight crews.

During the night several of the AAM Aircraft were looted by Navy personal or by the Marine Security Guards. Most of the baggage that had been tagged and supposedly put in a secure area were also looted. When I checked my bags the morning of the 30th I found my survival vest missing, plus important papers from my baggage.

On 3 May 1975 the Hancock was nearing the Philippines. It was decided that AAM crews would fly the AAM Aircraft from the Hancock to Subic Bay, this we did the morning of 3 May. After securing 093 at Subic Bay I was taken along with other AAM Crew members to the base gym where we were processed by local and U.S. Customs. After spending some time in Manila I flew to Hong Kong where I outprocessed with Air America.