



Air North America

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Dear Sally:

Attached or enclosed is a copy of a 1948 statement by R.R. Hart at the Wing Club in NYC, when Red was President of Viking (Aerovan) Airlines when nonskeds by CAB order were barred from using "airline" in their corporate names). Viking Airlines had over 100 pilots, 1 President and 99 Directors (factually)! R. R. stands for Royce Roscoe Hart. He did not like either of his names and was always called Red.

In the late 1930's Douglas Aircraft at Santa Monica needed to fill attack aircraft orders for foreign buyers of US designed military aircraft. Red Hart, Jim Hart (his younger brother) and Fred Atkins (CEO of Central Air Transport) were from Chico, California and were hired by Douglas Aircraft to work at the Santa Monica aircraft plant. Red Harts management talents were quickly recognized and he became supervisor of the flight and delivery line at Santa Monica. Following December 7th, Red Hart enlisted in the US Navy, joined by his younger brother Jim. Red was rushed through boot camp at San Diego and then shipped off to the Pacific War. However, Douglas Aircraft declared him critically essential to their production efforts and 4 months later he was sent back to Santa Monica, Ca., and exempt from military duty as a senior aircraft specialist. Red returned to the flight line for the remainder of the war years but brother Jim spent 5 years in the Pacific before he could rejoin Red in California.

The attached statement by Red at the Wings Club in New York was the beginning round of the battle between the ex Veterans of the Non Skeds and the major airlines owned CAB and it purposefully intentions of destroying the nonsked competition to the monopoly airline industry. History long ago proved the validity of Red Hart's statement about CAB and corrosive government intentions..

The CIA, CAT and Air America, Robert Rousselot story relates to CIA "officially" recognizing Bob Rousselot as a CIA employee who managed Formosa based Air America (a US Part 45 contract air carrier) and Taiwan based CAT (Civil Air Transport) operations by and for the Central Intelligence Agency. When Bob Rousselot left the agency and ostensibly retired he was employed by Robert Six, President of Continental Airlines. Six set up a contract carrier (which CAB and USAF barred US Nonskeds from operating under CAR Part 45 from performing military contract business) as Continental Air Services based in Viet Nam and the Philippines which USAF then granted Far East military contract business to as "contract --- non certificated --- air carriers" engaged in hauling military supplies, military hold baggage, and miscellaneous war materials, weaponry and munitions to support the Viet Nam war. As a "contract carrier" CAS operated outside the US with no FAA or government oversight since it was CIA sanctioned.

CAS employed surplus or retired airline piston aircraft. Crew qualifications were minimal. I personally knew co-pilots who had never flew anything larger than a light twin with less than 500 hours who were immediately qualified as pilots on 4 engine piston transports with only half an hour instruction. Safety and training was a joke.

The Flying Tiger Line, a CAB scheduled all cargo airline (now part of FedEx) quickly followed suit, establishing Tiger Air Services and utilizing a parked fleet of retired Lockheed cargo Constellations. When an aircraft had operated beyond it FAA mandated overhaul life TAS simply parked and abandoned it and merely acquired another. All this conducted under the color of USAF contracts from which US Nonskeds were barred from operating. There was simply no room at the table for the US military veteran owned and operated Non Skeds under the CIA program.

In fairness to Bob Rousselot, who was a very honorable guy and whose real life exploits will probably never be told, left Continental Air Services and Bob Six because of the conflicts over CAS with Bob Six of Continental, who had substantial Pacific region expansion plans for Continental Airlines in mind. How much money was involved is probably still classified as is how much was channeled illegally questionable but many of the people who worked the Viet Nam contract operations later set up their own airlift from south of the border into deserted strips across the southern US moving drugs and Colombian Gold into the US economy. Many died doing so flying large piston airliners and abandoning them to law enforcement after their cargos had been removed. There were confiscated transport aircraft auctions by law enforcement agencies across the country for years afterwards. Once a payload worth millions was delivered the aircraft was just so much scrap.

Rousselot agreed to testify at the Abourzek Hearings and up to the last minute they thought he might, but he did not show up. Working for the CIA and Bob Six was obviously lucrative as Bob Rousselot ended up as one of the largest cattle ranchers in Eastern Oklahoma with plenty of ranch land and over 5000 head of cattle. Knowing Rousselot, who was a straight arrow, I doubt any of his fortune was obtained illicitly or questionably. It was just not in his character.

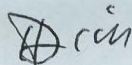
Ann, Bob's wife, who also worked for CIA, developed a dislike for Ralph Cox (USOA) and his lawyer, Bill Smalley. She once said if Cox showed up at the ranch she would probably shoot him. Dr. Cox had a way of alienating, antagonizing and embarrassing people with his comments and rages that surfaced frequently when he was after something.

Another aspect of the Viet Nam War was the Cambodian War as Viet Nam spun down. A personal and long time friend, Victor Hess, worked in Viet Nam for a company called Bird Air. Bird Air built landing strips through out the region for the military. When the Cambodian War started and its countryside was being over run, its military in disarray and its refugees were starving, Victor was called upon by the Navy's Admiral who commanded the Western Pacific Command to manage the Cambodian Air Lift. Vic was given a dozen USAF C-130 Hercules cargo transports to operate the lift. He was expected

to employ civilian pilots to fly the C-130's, but there were none qualified as the C-130's were only operated by and available to the US military. Accordingly Vic said he had to have military (USAF) pilots qualified in the C-130's. So the Air Force assigned several Air Force C-130 qualified pilots to "Bird Air" to operate the "civilian" Cambodian air lift but in order to maintain "plausible denial" that it was a US Military Air Lift operation, the Air Force Pilots were summarily discharged from the US Air Force and hired as civilian pilots by Bird Air with the understanding that when the lift was over they would revert back to the commissioned officer status with the Air Force. And that's the way the Cambodian Air Lift was operated as a civil humanitarian services. Victor Hess developed a small company called Priority Air Dispatch (PAD) based at Washington National Airport. Pad moved military necessity cargos around the US and to overseas destinations, which included weapons, munitions and classified materials. The FAA effectively grounded PAD when it ruled military munitions could not be carried on civil airliners, effectively choking off the military supplies needed in Viet Nam from being flown to ports of embarkation. PAD was grounded because it was flying over populated areas with military needed munitions and weapons. Fred Smith who founded Fed Ex got his early airline experience with PAD. Another case of ham handed regulation imposed on non members of the government monopoly club. Vic died in 2006 at age 92 in Boynton Beach, Florida.

Regards and will keep sending along material as I find it.

Ciao



Dick Neumann