

DATE	FLIGHT		AIRCRAFT FLOWN					DUAL TIME						SOLO TIME			REMARKS OR INSPECTOR'S SIGNATURE LICENSE NUMBER AND RATING																																																		
			MAKE OF AIRCRAFT	TYPE	REGISTRATION CERTIFICATE NUMBER	MAKE OF ENGINE	H. P. OR THRUST	AS PILOT IN COMMAND			AS CO-PILOT			AS STUDENT				INSTRUMENT	DAY	NIGHT																																															
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<p>I CERTIFY THAT THE ENTRIES ARE TRUE AND CORRECT</p> <p style="text-align: right;">Signature</p>																																																																			
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BANGKOK, THAILAND

1973



Miss Dinh Thi On, Utilitymaid/SGN.

(pix by: G.L. Christian, DPRA/TPE)

"AIR AMERICA'S MOTTO: 'ANYTHING, ANYTIME, ANYWHERE—PROFESSIONALLY'"

AIR AMERICA LOG ★ エア・アメリカ・ログブック



With the rugged landscape of Pha Khao in the background, a plane-side conference takes place in front of a Vientiane-based Porter PC-6C. Company personnel shown are (l. to r.): Messrs. Gerald D. Macpherson, A/VP, Laos; Joseph L. Madison, VPA/TPE; Captain Keith D. Nolan (partially hidden), pilot of the Porter; John Baird, PM/VTE; and Jerome S. Conner, SZ/Ban Xon. Pha Khao is in Central Laos, 68 nautical miles north-northeast of Vientiane.



An Air Vietnam Boeing 727 at Air Asia Company Limited's Main Maintenance Base at Tainan, Taiwan, for a heavy service. Air Asia, a subsidiary of Air America, Inc., also overhauls the 727's Pratt & Whitney JT8D turbofan engines for Air Vietnam.

"YOU CANNOT FLY WITHOUT SUPPLY"



SAIGON'S SANDBAGS

A workman walking past sandbagged entrance to Regional Supply Department Building at Saigon.

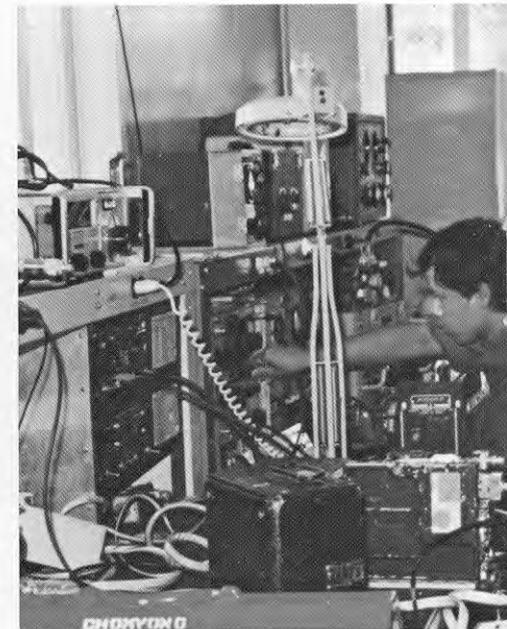
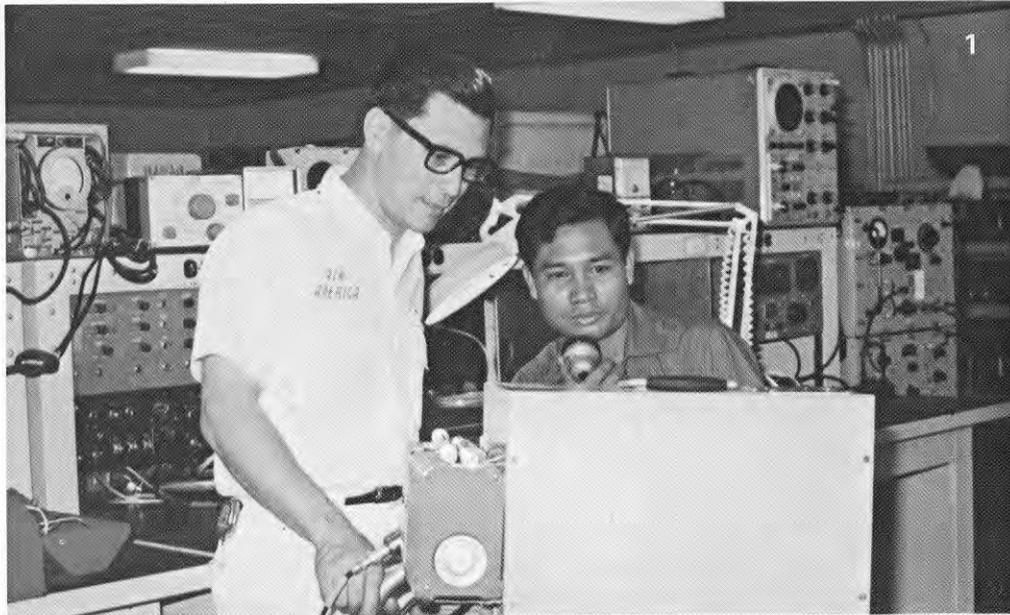


Sandbag revetment on aircraft ramp at Saigon.



"NO COMMUNICATIONS — NO COMPANY"

AIR AMERICA LOG ★ 美國航空公司雜誌



"NAME THE CHALLENGE—WE CAN MEET IT"



AIR AMERICA IN NORTH THAILAND

Air America's peripatetic Porter — based at Chiang Mai — and its pilot, Captain Robert E. Dawson, who is also AAM's Station Manager at Chiang Mai, are responsible for the interesting photographs appearing on these two pages.

CAPTIONS THESE PAGES:

1. Frequent passengers on AAM's Porter PC-6C, N3612R are (l. to r.): Governor Sukit Chulanandana, Governor of the North Thailand Province of Nan. Next to him is Mr. Chan Plaengson, a civilian official in the anti-guerilla activities in the Province of Nan. His organization is known as CSOR — for Clandestine Suppression Operations Region.
2. Lisu tribespeople in North Thailand play the same role played at airports all over the world — that of sightseer. These sightseers are standing beside the strip at Sahn Meum, a hamlet 43 nautical miles north-northwest of Chiang Mai.
3. Mr. Manochao Nandhawongse, Chief Mechanic/CNX, checks the nose section of Air America's Chiang Mai-based Porter PC-6C.
4. A Lisu mother with her children at Sahn Meum.
5. A radiant and charming Lisu mother, resplendent in her native garb, proudly holding her child.
6. Striking shot of Air America's Porter PC 6C at its Chiang Mai Base; Company's Headquarter/Maintenance Building is behind the Porter's tail. (pix by: Captain R. E. Dawson)



“A PLANE IS NO BETTER THAN ITS MAINTENANCE”

AIR AMERICA LOG ★ AKLAT SULATAN NG AIR AMERICA

5



6



"FIND A WAY YOU CAN—NOT A REASON YOU CANNOT"



FRONT ROW: Messrs. Prasong Saeng-Chan, Machine Shop; Prapas Panom-Sakdi, Rotary Wing; Maitree Chavanich (Goalie), Security; Sommai Singha-Lar, Quality Control; Amnart Supanpong, Fixed Wing.
BACK ROW: Messrs. G. J. Eidt, MHC/T (1); Banleng Chamnuan, Security; Chamroen Dej-Udom, Quality Control; Kimpanart Boonyakong, Quality Control; Vichit Ratanaprakob, RMD (2); Abhijati Padmasuta, GMD (3); Sakda Rodpaiboon, EBU (4); Narong Pracharat, RSD (5); John Wessel, AMHC/T (6). Not pictured are: Messrs. Phaiboon Panturat, FCF (7); Thanya Thanyaphan, Rotary Wing; Chaiya Sae-Tae, Quality Control.

LEGEND: 1. Manager-Hostels & Clubs/Thailand. 2. Regional Maintenance Department. 3. Ground Maintenance Department. 4. Engine Build-up Unit. 5. Regional Supply Department. 6. Assistant Manager-Hostels & Clubs/Thailand. 7. Functional Check Flight.



UTH'S SOCCER TEAM

by: "Gil" Eidt, MHC/T/UTH

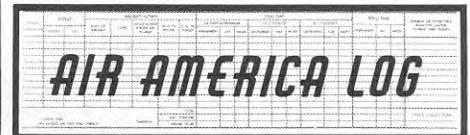
The revitalization and excellent organization and coordination of Udon's soccer team is primarily due to the untiring efforts of one man: Mr. Abhijati Padmasuta — its Captain and Coach (top row, center in above pix). Better known as "Joe" to his colleagues, Mr. Abhijati, who plays right forward, not only reorganized the team but also engaged in an active campaign to arrange matches for his team. His success as

Captain, Coach and player is underlined by the fact that his team lost only one of ten games played; and the score of that game was 0 to 0 until the opposing team won by a penalty kick for tournament placing.

Mr. Abhijati was born in Bangkok and was graduated from Assumption Commercial College in 1962. He has played soccer for 16 years for various schools and organizations.

He joined Air America at Udon in September, 1971, beginning as a plumber; he is currently Leadman of the Plumbing Shop and of the Water Plant.

The Manager and Assistant Manager of Udon's famous Club Rendezvous serve as team advisors and provide transportation for the team's refreshments. Team members say that having "farangs" (foreigners) along adds morale and prestige to the organization.



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AN EQUAL OPPORTUNITY EMPLOYER M/F.

EDITOR'S EDEN

(or: shortie squibs from here & there)

HELICOPTER HERESY?

The Helicopter? Here's what Wilbur Wright once said about it after he and his brother, Orville, had built several successful fixed wing airplanes:

"Like all novices we began with the helicopter (in childhood) but soon saw it had no future and dropped it. The helicopter does, with great labor, only what the balloon does without labor, and is no more fitted than the balloon for rapid horizontal flight. If its engine stops it must fall with deathly violence, for it can neither float like a balloon nor glide like an airplane. The helicopter is much easier to design than an airplane, but it is worthless when done."

-- 15 January 1909.



AIR HISTORY (Item 27)

August 2, 1909. The United States Army bought its first heavier-than-air flying machine. The Wright brothers were paid \$30,000 for one of their planes. A year earlier, the U.S. Army had purchased its first lighter-than-air airship for \$6,700.

STRIKING SIMILARITY!

Below left is a planform view of a "governable parachute" designed by Sir George Cayley, a British scientist, in 1852.

Below right is a planform view of the Anglo-French CONCORDE supersonic transport. The ogival delta-wing planform of the supersonic CONCORDE is strikingly similar to the planform wing concept of Sir George's "governable parachute" — designed 120 years earlier — when the idea of flying at supersonic speeds was inconceivable. — ED.

