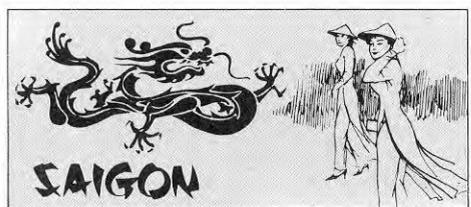


DATE	FLIGHT		AIRCRAFT FLOWN					DUAL TIME						SOLO TIME			REMARKS OR INSPECTOR'S SIGNATURE LICENSE NUMBER AND RATING
			MAKE OF AIRCRAFT	TYPE	REGISTRATION CERTIFICATE NUMBER	MAKE OF ENGINE	H. P. OR THRUST	AS PILOT-IN-COMMAND			AS CO-PILOT			AS STUDENT			
	FROM	TO						INSTRUMENT	DAY	NIGHT	INSTRUMENT	DAY	NIGHT	INSTRUMENT	DAY	NIGHT	
<h1>AIR AMERICA LOG</h1>																	
I CERTIFY THAT THE ENTRIES ARE TRUE AND CORRECT																	
Signature _____																	
TOTAL AMT. FORWARD GRAND TOTAL																	
TOTAL FLIGHT TIME _____																	



Seated, signing their "Offer of Employment" (l. to r.) are: Messrs. Nguyen Huu Tuoi, Nguyen Thanh Cu, Le Minh Hoang, Nguyen Van Tuyet, Tran Van Lieu, and Tran Tan Tho. Standing (l. to r.) are: Captain H. J. Hudson, Chief Pilot/SVN; and Messrs. Nguyen Van Bo, Ass't Personnel Manager/SGN; T. F. Brassil, Director of Administrative Support SVND; and J. R. Barnhisel, Vice President/SVND. (Pix by: J.W. Carter, S/SHOPS/SVND.)



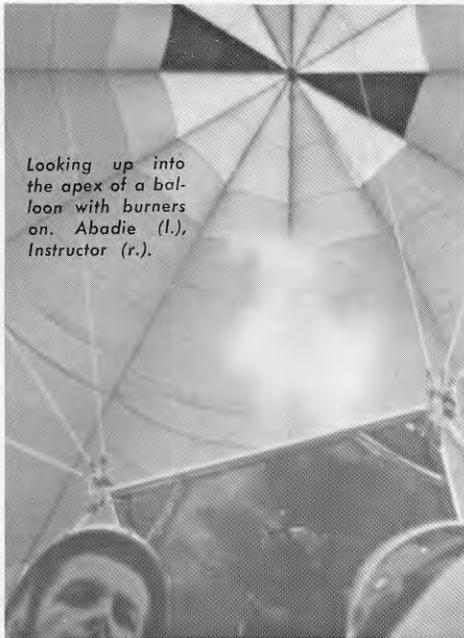
VIETNAMESE ROTOR WING PILOTS-TO-BE

by: T.F. Brassil, DAS/SVND

A milestone was set in March of this year by Air America's Base in Saigon, South Vietnam. The Company hired the

first Vietnamese ever to be employed by Air America as pilots, (see photo above). Initially, the men will be employed in the capacity of First Officers (Trainee-Pilot) and will be sent to Southland Helicopters, a school in Long Beach, California, to undergo Ground School and Flight Training to obtain a U.S. FAA (Federal Aviation Administration) Commercial Pilot's License with Rotorcraft Rating. The course of instruction is expected to be of 8-10 weeks duration. After the successful completion of their training and the issuance of FAA Licenses and Certification, they will return to Vietnam and will be reclassified as First

Officers in Air America's Rotary Wing Program operation. All of AAM's new Vietnamese First Officers have had experience piloting helicopters while with the Vietnamese Air Force (VNAF); five had received previous helicopter training in the United States under the auspices of the United States Air Force. All have been honorably discharged from VNAF. The Company expects that the association of the new Vietnamese First Officers and Air America will be of long duration and mutual benefit. The six new Vietnamese pilots-to-be are shown seated in the above photo.



Looking up into the apex of a balloon with burners on. Abadie (l.), Instructor (r.).



Abadie practices take-offs and landings while tethered.



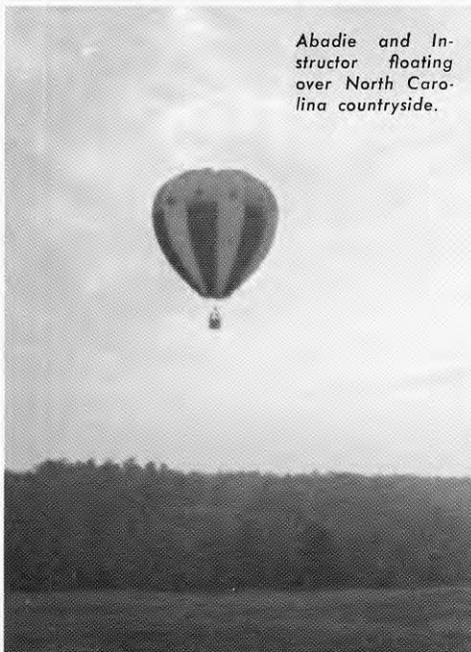
Ready for take-off on solo flight. Abadie at burner control.



Abadie and Instructor in free flight in Piccard AX-6 balloon.



Shortly after take-off, Abadie at left.



Abadie and Instructor floating over North Carolina countryside.



CAPTAIN ABADIE & HOT AIR BALLONS

by: G. L. Christian, III - DPRA/TPE

Captain Clarence J. Abadie, Jr., Air America's Vice President — North Thailand Division, is probably the only individual in the Company who is officially checked out on hot air balloons.

On December 8, 1972, Captain Abadie received his commercial license from the Department of Transportation, Federal Aeronautics Administration for: "Lighter-than-air, Free Balloon (with or without airborne heater only)." When asked how a hot air balloon could become airborne without an airborne heater (as spelled out in his license), Captain Abadie explained that some people flew their hot air balloons tethered to the ground and that the heaters were also placed on the ground with the hot air they generated being ducted to the tethered balloon.

Captain Abadie says that, to get checked out in a hot air balloon, he took eight one-hour flights plus a check ride with an FAA examiner. The first solo flight is usually the sixth one-hour flight. Licensing requirements are under FAR (Federal Air Regulation) Part 61.

As far as Captain Abadie was concerned, the hardest part of the whole procedure of hot air ballooning was what is called "flapping," or billowing air into the initially uninflated balloon.

Heaters for the balloon resemble nothing more than over-size blow torches — and they are just as noisy. If heaters are used to inflate the balloon prematurely — when the bag is not sufficiently inflated to receive the heater's output — the blast of hot air from the heaters into the balloon's bag will cause it to collapse due to the venturi effect, resulting in a badly burned balloon. The three burners used on the PICCARD AX-6 balloon produce approximately 6 million BTU. Envelope temperature is critical.

Captain Abadie is a member of two lighter-than-air societies:

1. The Balloon Federation of America, which is the national organization responsible for balloon races;
2. The Lighter-Than-Air Society, which is basically sponsored by the Aviation Division of the Goodyear Tire & Rubber Co. of Akron, Ohio.

Basic instruction and check-out in hot air ballooning were given to Captain Abadie by BALLOON ASCENSIONS, LTD. of Statesville, North Carolina, whose motto is: "Preserving the Art of Ballooning and Man's First Conquest of the Air."

Captain Abadie's next avocation: Falconry.



Front view of Saigon's new Hostel.



Another front view of Saigon's new Hostel; in foreground is Mr. John Ford, WAS/Office.



"NO COMMUNICATIONS — NO COMPANY"

AIR AMERICA LOG ★ 美國航空公司雜誌



Captain W. J. Cooper, who heads up the RLAJ Pilot Flight Training Program.



Captain Adams (I.) helps Colonel Chanpheng pre



Captain E. G. Adams, Administrative Manager of the RLAJ Pilot Flight Training Program.



Captain Adams points to an impor



RLAJ Lieutenant Colonel Chanpheng, head of the first group of trainee pilots.



Colonel Chanpheng jumps

"NAME THE CHALLENGE—WE CAN MEET IT"



...e-flight a C-123K prior to the latter's check flight.



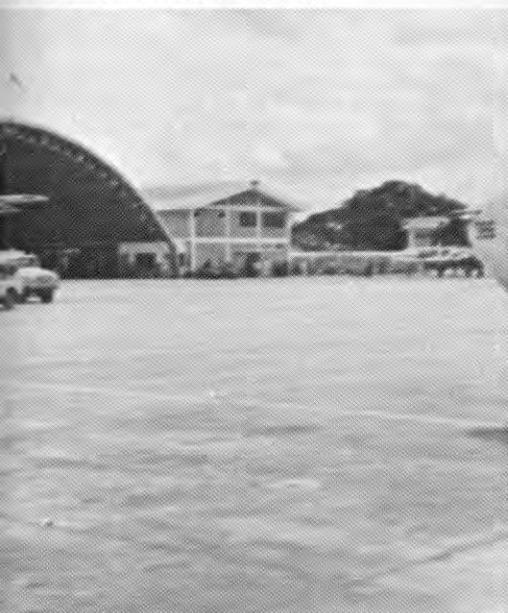
Colonel Chanpheng, flying the C-123K from the left seat, asks Check Captain Adams a question.



...rtant item to check on the C-123K.



Captain Adams flying the C-123K from the right seat.



...to inspect high-placed item.



The C-123K on which Colonel Chanpheng successfully completed his check flight.

"PROFESSIONALISM THROUGHOUT"

AAM IS TRAINING RLAF PILOTS IN C-123K FLIGHT TRAINING PROGRAM

by: *G. L. Christian, III-DPRA/TPE*

One of Air America's current tasks in Laos is to train four groups of eight Royal Lao Air Force pilots, who had been C-47 pilots, on the much heavier, four-engine (two Pratt & Whitney R-2800 reciprocating engines and two General Electric J-85 auxilliary jet engines) C-123K aircraft.

The program is headed by Air America's ACP-HA (Assistant Chief Pilot-Heavy Aircraft) Captain W.J. Cooper; Administrative Manager of the Lao Pilot Training Program is Captain E. G. Adams. Other Air America pilots involved in this training program are: Captains E.H. Mooreland, A.J. Rischman, E.P. Thurston and R.G. Vikre.

According to Captain Cooper, the real objective of the RLAF Pilot Training Program is to make all-around pilots out of the 32 trainees. To this end, they will each receive both transition training and instrument training, including instruction in air drops. Duration of each class is 55 hours of flight time plus ground school. Shown on these pages are photos of Captain Adams checking out RLAF Lieutenant Colonel Chanpheng, head of the first group of trainee pilots and the first RLAF pilot to check out on the C-123K; he is the pilot who presumably will become the Squadron Commander of those RLAF pilots who check out on the training program.

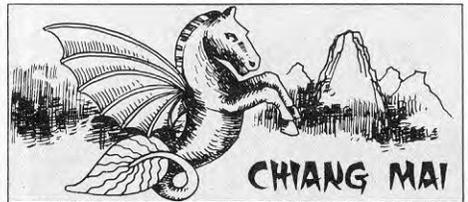
(All pix by: G. L. Christian, III-DPRA/TPE.)



Captain Adams (r.) congratulates Colonel Chanpheng on the successful completion of the latter's check flight.



2



SAHM MUEM REVISITED

We are indebted to Captain Robert E. Dawson, Station Manager of Air America's operation at Chiang Mai, in Northern Thailand -- and also pilot of AAM's one Porter stationed at CNX -- for these additional pix taken at Sahn Muem, 43 nautical miles north-northwest of Chiang Mai. -- ED.

3



4



CAPTIONS THESE PAGES:

1. Close-up of a group of Lisu tribeswomen who inhabit Sahn Muem.
2. A group of colorfully-garbed Lisu tribeswomen gathered near their hamlet of Sahn Muem.
3. A group of pack-horses, with primitive wooden saddles, coming down a trail near Sahn Muem.
4. A friendly chat going on between Che Lo Sa, village headman, (native at left) and Agronomist/Missionary Dr. Dick Mann (with white shoulder bag, to Che Lo Sa's right). Goateed gentleman behind Dr. Mann is a representative of the Department of Agriculture in Washington, D. C.; red-shirted man to his right is a reporter from Reader's Digest magazine, Hong Kong Office.
5. A United Nations party arrives at Sahn Muem via Air America's trusty Porter PC-6C N3612R. The man in the white shirt is Dr. Elko Greenshield, a member of the U. N.'s Agricultural Organization. Behind him, in the red shirt is Dr. Mann, again. And the lady in the group is Miss Lisalta Waldheim, daughter of the United Nation's Secretary-General, Mr. Kurt Waldheim and an executive of the U. N. in her own right.
6. Same as 5. above.

AIR AMERICA LOG ★ AKLAT SULATAN NG AIR AMERICA

5



6



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



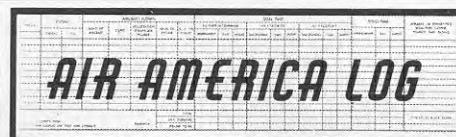
AAM'S NEW OFFICES IN BANGKOK ARE VERY EFFICIENT

Air America's new offices in the Dusit Thani Building, Bangkok, Thailand (AAM LOG, VOL. VI, No. 5, Pg. 25), which were opened in the beginning of June, 1972, are proving to be highly efficient. According to Mr. Robert V. Davis, Manager, Airport/BKK, who was instrumental in the new offices' lay-out, the Dasit Thani offices are 75% more efficient than the "old rat race on Pat Pong Road," he said.

Mr. Davis added that the Bangkok offices had been called the best of offices in the Air America system and that it had suggested that they should become the Company's standard for Air America offices everywhere.

CAPTIONS (ABOVE & BELOW):

1. Mrs. Naline Thathithorn, Senior Clerk, Personnel Office/BKK, poses prettily between portraits of Thailand's King and Queen in AAM's new Bangkok offices.
2. Mr. T. J. Karman, Superintendent/Thai Police Contract, busy on the phone, while Miss Wausa Tulyayon, Secretary to Mr. D. H. Hickler, AVP/BKK, concentrates on her work.



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APO San Francisco 96346

* * * * *
AN EQUAL OPPORTUNITY EMPLOYER M/F.

EDITOR'S EDEN

(or: shortie squibs from here & there)

EDITOR'S DILEMMA

From the "Driftwood," newsletter of the Mariners of First Presbyterian Church of Monrovia, California.

The typographic error
Is a slippery thing and sly.
You can hunt till you are dizzy
But it somehow will get by.
Till the forms are off the presses
It is strange how still it keeps;
It shrinks down in a corner
And it never stirs or peeps.
The typographic error,
Too small for human eyes,
Till the ink is on the paper
When it grows to mountain size.
The editor he stares with horror,
Then he grabs his hair and groans;
The copy reader drops his head
Upon his hands and moans.
The remainder of the issue
May be clean as clean can be,
But that typographic error
Is the only thing you see.



THE FINAL TEST

"The final test of an individual is his ability to respect those who can be of no possible service to him."

Courtesy:

The Officers & Men of Deputy Chief, JUSMAG, Thailand.

EXTRACTED FROM:

"WINGS", the AIR AMERICA Year Book, UDORN, 1972-1973 Edition.



AIR HISTORY (Item 28)

18 July 1914. The Congress of the United States authorized the formation of the Aviation Section of the United States Army's Signal Corps. Lieutenant Colonel Samuel Reber, who had been in charge of the former Aeronautical Division since October 1913, headed up the new Aviation Section which was made up of 60 officers and 260 men and was the precursor of today's United States Air Force.