

AIR AMERICA LOG

VOL. I NO. 1

TAIPEI, TAIWAN

NOVEMBER, 1967



MESSAGE FROM MANAGEMENT

Hugh L. Grundy

LAUNCHING THE NEW AAM LOG

Communications are vital to an airline—without them it cannot exist.

Air America is a big airline—its employees now number over six thousand. They live in some eight different countries which reach half way around the world.

This new AIR AMERICA LOG is designed to be a bridge to span the gap between our people in Thailand and Korea; Laos and the Philippines; Vietnam and Okinawa and Japan—and the United States.

The LOG will serve as a monthly communications link between us all: from North to South, from East to West, from remotest station to front office—and vice versa.

The LOG will report the latest and most significant — and sometimes insignificant — happenings at each Base and Station. It will carry news and photographs about anything of import: ingenious mechanical inventions; new expansion and construction; people. In it you will find word about the base and fellow employees you just left; the friend who was recently transferred; a time-saving device your people might well use to good advantage.

I hope you will use its pages to tell and show us who is new at your base; or what improvements you are making; or what new or novel activity is taking place. That is what the LOG is for — to communicate.

I wish the LOG success. And I urge all of you who are so inclined to contribute words and pictures to its columns.

Hugh L. Grundy

Hugh L. Grundy
President
Air America, Inc.



OLD: Up to six men were needed to support tail of 204B helicopter to move it.



Saigon PMD leadman Oscar V. Bernardo (right) pulls his castered dolly, coupled to a pair of 204B jack-wheels, to the chopper at left. Ready to help is PMD mechanic Celestino V. Casem.

SGN LEADMAN SIMPLIFIES, SPEEDS 204B TOWING

by: Dick McGrath, AABM/SGN

These three pictures show how Saigon PMD Leadman Oscar V. Bernardo—through his own initiative—developed an inexpensive tail dolly for our 204B Bell helicopters to simplify and speed towing the machines around the base ramp and into hangars.

Because of Oscar's tripod-type fully castered dolly, it now only takes one or two employees a few minutes to couple two sets of Bell Aircraft-supplied, hydraulically-operated jack-wheels to the dolly, roll the whole assembly to the helicopter, install the jack-wheels on the chopper's skids and secure the castered dolly under its tail stinger, automatically balancing the 204B. Then one man can tow the chopper.

Before Oscar developed this simple, locally-fabricated dolly (total cost in parts and labor—about US\$58.80) it took up to six men to support the tail stinger on their shoulders while two more men stood on the forward ends of the skids and still another man drove a tug to slowly tow the chopper - cum - retinue.



NEW: With jack-wheels attached to skids and Oscar V. Bernardo's fully castered dolly under its tail, one man can tow the 204B.

"AIR AMERICA'S MOTTO: 'NO PROBLEM'"



UDORN'S TERRIFIC TRAFFIC TERMINAL

SPEEDS SERVICE; UPS EFFICIENCY

By: J. P. Hardeman TM/UDN

This is the attractive new Udorn Traffic facility which was just recently put in service. The functional building helps Air America's Udorn Traffic personnel handle both



Head-on view of Udorn's spanking new and attractive Traffic building. Enclosed section at the front is the passenger check-in and lounge area.



AAM IN THAILAND

AIR AMERICA HELPS ROYAL THAI POLICE AVIATION MAKE PROGRESS

by: M. Forrest C/Mech Thai Nat'l Police Dept. Advisory Contract

Royal Thai Police aviation has progressed, with the assistance of Air America's advisors staff, from a shade tree operation with little support, to a large, efficient air wing capable of piloting, maintaining and overhauling its wide range of over 30 aircraft and helicopters at Bangkok's Don Muang Airport.

Police fixed wing aircraft include: Cessna 310Fs, de Havilland Caribous, and Douglas DC-3s and C-47s. Its rotary wing aircraft include: Kawasaki KH-4s, Hiller 12E4s, Bell 204Bs and Sikorsky S62As.

Besides contributing maintenance and overhaul advice to the Royal Thai Police air arm, Air America personnel helped establish supply channels and record-keeping, which were lacking. They also set up an all-important maintenance control and planning system.

Present projects include training some 45 mechanics and helpers at the Air Asia Tainan Training Center. These men were picked from over 300 applicants after a series of stiff tests covering English and mechanical ability and aptitude. The trainees were selected from such branches of the Royal Thai Police Force as border, marine, traffic and metropolitan.

Since candidates were chosen with very close cooperation between local police officers, maintenance advisors and training personnel, only top level trainees were selected.

In addition to choosing mechanic trainees, a large number of police pilots were selected in the same manner and are now taking advanced helicopter training courses with the U.S. Army in the

United States.

Lieutenant Colonel Sompot, the Aviation Commander, is at present working on the construction of badly needed hangars and shops which are now in the planning stage. He also intends to initiate an expansion program which will almost double the number of helicopters operated by the Thai Police. In addition, he is planning a police pilot training and up-grading



Police SGT. Chang Angngern puts finishing touches on a newly installed rotor head on a 204B helicopter

passengers and cargo with greater speed and efficiency.

Conveniently located adjacent to Air America's ramp, the building has a total area of 3,440 square feet which is subdivided as follows: open storage area — 1,440 sq.ft.; closed storage area — 960 sq.ft.; passenger lounge — 560 sq.ft.; Traffic Agents' office — 120 sq.ft.; Traffic Manager's office — 108 sq.ft.; rest rooms — 84 sq.ft.

The facility will handle an average of 450 passengers and approximately 200 tons of cargo per month for the time being. The building is capable of handling a considerably larger volume of both passengers and freight should the requirement arise in the future.



Three-quarter view showing passenger/office space (right), enclosed storage area (center), open storage area (left). Photos by: T. Peerless OM/UDN

program which will be implemented by chopper pilots now being trained as instructors at Hua Hin, Thailand.

The advisory contract with the Royal Thai Police is not new. Prior to its expansion in December, 1965, Air America advisors were helping to maintain and support the few Royal Thai Police helicopters then in service.

Members of the current advisory staff who have worked with the Royal Thai Police on this program from its expansion in 1965, and who are looking forward to an increasing level of proficiency, include: Mick Forrest, Chief Advisor, and H. E. Perry, Crew Chief. Also Max Tinio, Supply Supervisor, and Chalaw Chiamthawong, Training Supervisor who have been with project from its early stages. Being a maintenance contract, the staff works very closely with Bob Davis, Superintendent of Maintenance in Bangkok, who has been associated with Royal Thai Police aviation since early 1965.

It is anticipated that this Advisory contract will be a continuing program for the foreseeable future

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Five Air America employees, Somchai Varamali, Somporn Choovong, Nut Hiran-yuthiti, Boonsong Rummont, and Niruth Nuthamhang, are returning to their homes and jobs in Thailand after having recently graduated from a ten-month International Line Service Mechanics Training Program. This training program was conducted in Tainan, Taiwan by the Technical Training Division of Air Asia Company Limited for Air America employees from its many stations throughout the Far East and South-east Asia.

VIETNAM REPORT DANANG NEWS

by: *Gil Stafford, SZ/DNG*

DaNang—beginning its third official year—continues to grow in station activity and personnel, outstripping many of the older, more established stations. Situated in an ideal location for a Company service stop, DaNang handles almost all AAM Southeast Asia aircraft at one time or another and is familiar to most flight crews.

DaNang is fortunate in having some sharp talent and personalities among its US supervisors in the persons of Jack Burton and Harry Miller of RMD, Bob Erkens and Larry Weintraub of FOD, and Fred Donner and George Herring of TFC. Jack, Bob and Fred can be considered old-timers at DNG, while the others have been with us less than a year.

Current station personnel complement consists of 48 Vietnamese, 16 Chinese VN citizens, 5 Chinese, 14 Filipinos, and 7 Americans.

The PI group consists of reliable DNG Tech. Svc. veterans F. Canlas, A. Llaban, E. Parinas, R. Sanchez, E. Velasquez, P. Rosario, and A. Yandan—bolstered by such welcome arrivals during the last year as T. DeLaCruz, A. Ramos, M. Mendoza, R. Tortona, C. Encarnacion, E. Macaraeg, and F. Velasco—TFC. Newest members of the family are L. Bundalian, E. Abastillas, E. DeLaRosa, R. Vizcarra, and L. Sequero of RMD.

Hope we can get acquainted with all of you very soon.

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NHA TRANG NEWS

by: *Raymond J. Sanford, SOR/NHA*

From its inception on April 15, 1966, the Nha Trang station has seen remarkable progress. In 13 months it has grown from nothing to its present operation, which includes a nearly completed office building and a black-top ramp, which has considerably enhanced the station's capabilities. Refueling, long a problem at Nha Trang, is soon to become routine. New fuel pits, installed on the flight line, will speed aircraft turnaround times and cut man-hours. Within a week we should see the completion of an air-conditioned Traffic area and passenger lounge, which will eliminate considerable confusion and congestion at flight show times.

The month brought two new additions to the Nha Trang staff: Radio Operator L. Liu and Operations Manager Bill Love. Jerry Griffis, our Chief Mechanic, will soon depart for the States on vacation. Carl Fields will assume his duties while he is gone.

One short year ago, save for a few transiting aircraft, there was no evidence of Air America at Nha Trang. The following figures, which are still rising, testify to its rapid growth; figures are for May, 1967:

1. Passengers handled—over 5,000.
2. 1-1/4 millions pounds of cargo loaded and offloaded.
3. 268 RON A/C.
4. 1,170 hours flight time for RON A/C.
5. 1,890 arrivals and departures.



ALL PART OF THE JOB

by: R. McGrath AABM/SGN

SAIGON—With one wing aflame due to ground gun fire, these three AAM crew members managed to bring their C-46 in for a successful landing at the Tam Ky airstrip, about 50 miles south of DaNang last year. (Only casualties: a few bruises, many RMD recovery man-hours, and an aircraft that is now part of the Company's spare parts inventory).

For professional airmanship, skill and heroism—which spelled the difference in saving the lives of 35 employees of his Ministry of Revolutionary Development—a grateful South Vietnamese Major General, Nguyen Duc Thanh, awarded the Republic of Vietnam's Gallantry Medal with Bronze Star to (left to right) F/O H. W. Wang, Capt. A. P. Goodkin and AFD Nguyen Dinh Mai. Each AAM crew member is shown wearing his medal.

EDITOR'S NOTE:

This center spread is offered to any AAM base or station to show its courageous crew members—as in this case.

Also eligible for center spread consideration are: pix of special photographic excellence; drawings, paintings or sketches of artistic merit; a poem of lyrical quality. In short, this spread is dedicated to the esthetic of Air America as well as to the brave.

"NAME THE CHALLENGE—WE CAN MEET IT"

"PROFESSIONALISM THROUGHOUT"



The Air America team was the inspiration of several of AAM's Ryukyuan traffic personnel. After they had gotten their team selected and organized, the concept was wholeheartedly supported by local management.

Members of the singing team were: Traffic Agents Seikichi Shiroma, Teikichi Kinjo, Ryosuke Taira, and Captain E. B. Hodgkins. Team manager was Traffic Agent Masahide Zaha and cheer leaders came from Traffic Commissary. Several other employees performed vital support functions and one hundred Air America personnel formed a cheering section.

For three days prior to the show, TV station RBCTV repeatedly televised the coming competition between Air America, Inc. and the Kame-Kotsu Taxi Company of Okinawa.

During the show itself, contestants from each team performed alternately.



AAM Traffic Agent 1 Teikichi Kinjo, playing an Okinawan samisan with Habu snake skin cover, performs in a TV contest in Okinawa. Photo taken directly from TV screen by Tom Brown SOM/KAD.

AAM ON TV

AIR AMERICA SHOWS LYRICAL SIDE
by: "Air Scoop" Murray AFS/KAD

In an off-beat change-of-pace from cargo manifests and piloting techniques, three Air America Traffic Agents and one Captain made up a singing team (in some cases with samisan accompaniment) to appear on a weekly Okinawan TV contest program. Prizes were: TV set for first, radio for second.

Air America was ahead on points right up to the last contestant for each group—then was nosed out by the slim margin of 354 points to 356. All contestants on the program did an outstanding job of entertaining.



RICE DROP

(FIRST OF TWO-PART STORY OF A HIGHLY PRECISE OPERATION)

by: R. J. Camburn A/ATOGTM/VTE

(Rice drops are a vital function of our VTE Base. Here are the facts—ED.)

Rice and related commodities (which include salt and cornmeal) are stored and palletized in two ATOG (Air Transport Operations Group) warehouses at AAM's base at Wattay Airport, Vientiane. The warehouses are equipped with roller conveyors.

Rice is packaged in 40 kilo triple burlap bags for air drop loads and in 100 kilo single bags for landed loads.

Cornmeal and salt also are packaged in bags varying in weight from 43 kilos to



Air America personnel moving pallets of air-drop rice in 40 kilo bags (each pallet weighs about 8,000 lb.) from ATOG warehouse to truck to be driven to C-46, C-123 or Caribau aircraft.

50 kilos. These commodities are both air-dropped and landed.

All products are palletized on either

C-46 pallets or C-123 pallets, using special rigging techniques developed by experience gained in the past several years.

On the ground, the rice program operates on a two shift basis: The entire job is done by two supervisors and 36 palletizers and laborers. They may, on a busy day, palletize and load as much as 2,500 bags of drop rice and 400 bags of landed rice, or a total of 163 tons.

In the air, the base moves upward of 6.5-million lbs. of commodities a month, and this poundage is expected to increase by 100,000 lb./mo. through November. On one day alone, AAM Vientiane-based pilots delivered 137 tons of commodities—about 85% was air-dropped, 15% landed.

These commodities are closely guarded and accounted for from the time the rice is delivered to the warehouse until it is dropped or landed up country. Except for minor loss during the 1966 flood, not a single bag has ever gone unaccounted for by ATOG.



Palletized rice bags being fork-lifted from truck to AAM C-46 for rice drop somewhere in Laos.

TACHIKAWA



TACHIKAWA TIRE-BREAKER

by: C. T. Tsao, STFA/GM/TAW

When Southern Air Transport started operating Boeing 727 tri-jet aircraft through TAW, Air America maintenance crews were faced with several problems. One was to break tires from wheel rims. Because of the very tight fit between tire bead and wheel rim, it was virtually impossible to do the job by hand.

At first, whenever a 727 tire change became necessary, AAM maintenance personnel loaded the wheel/tire assembly into a vehicle and trucked it to a tire-breaker at the U. S. A. F. Base Tire Shop at TAW to get the job done. This procedure took at least four hours—longer if the machine was already in use.

John E. Berry, AAM's Director of Maintenance, decided that the Company should have its own tire-breaker. However, to purchase one in the United States would cost at least US\$3,000 and would take many months to ship across the Pacific. So he decided to ask his Shop Leadman, Mr. C. L. Hsu, to tackle the job of building a home-made tire-breaker.

Hsu studied the U.S.A.F. tire-breaker and reported that he could build a similar machine for an estimated US\$400.00, plus about 150 manhours.

Given the go-ahead, Hsu corralled the necessary hydraulic components from a



Lm/lc L. Wong (in white, at right) instructs Mech/lc S. Kato (partly behind frame) and Mech/lc K. Tanzawa in the operation of TAW's new tire-breaker. Observing the action are (right to left) Mech/2c T. Mori (with hand on control), Mech/lc H. Sato, Mech/2c M. Yamada, and Lm/2c C. L. Hsu, who developed the tire-breaker. Photo by: C. T. Chow, APM/TAW

salvaged transport aircraft at TAW: a prop feathering pump (which is driven by an electric motor), a pair of accumulators, an actuating cylinder from the plane's main landing gear and the necessary control valves. Then, with steel plates, I-beams, etc. purchased on the local market, he directed the construction of the tire-breaker in AAM's TAW shops.

After working out the bugs which inevitably beset a new, home-made device, Hsu, with valuable suggestions from Superintendent of Maintenance Y. M. Lin, got the machine in first class working order. Operating pressure is 3,000 psi.

One useful addition was made to the tire-breaker: a pivoting hoist was installed

to facilitate positioning the wheel/tire assembly on the unit.

Mr. R. E. "Doc" Lewis, General Manager—Japan and Mr. A. Wilcox, Superintendent of Maintenance, paid many visits to the shop to observe construction progress during "Operation Tire-Breaker".

Among AAM personnel who worked under Hsu on the machine were: Mech/1c N. Kurebayashi, S. Morita and J. Sugita and Mech/2c N. Watanabe.

And Hsu is doubly proud of his work because the tirebreaker accomplishes in 30 minutes a job that previously took at least four hours, and the total cost was well below his original estimate, i.e. \$283.46 and 135.55 manhours.

CLARK



CLARK CONDUCTS A & P COURSES

by: Hal Harper STT/CLK

After-duty-hour training courses on aircraft powerplants, for both Air Force and Company personnel, are being conducted by Hal Harper, Air America Superintendent of Technical Training, Clark Air Base.

Purpose of the training courses, which are free, is to help qualified personnel prepare for the U.S. Federal Aviation Administration A & P (Airframe & Powerplant) written examination.

The powerplant courses Harper is currently conducting consists of three two-hour classes a week for seven weeks. Harper hopes to be able to start an additional six-week course on airframes shortly.

The first powerplant class, which was completed in early June, started with 25 students—about evenly divided between Air Force and Company personnel and also 50/50 Americans and Filipinos.

A tangible result of Harper's first training course: Air Force Tech. Sgt. Ryder has successfully completed his FAA



Training course conducted at CLK.

written examination while other personnel who completed Harper's first course are awaiting the results of their exams.

Harper expects that Air America will soon get three additional FAA certificated A & P mechanics from these courses. More will undoubtedly follow in the future.

The 6200th Maintenance Training Department at Clark has cooperated wholeheartedly with Air America by furnishing classroom space for the training courses.



CHIENGMAI

CHIENGMAI FACE-LIFTING

by: J. R. Barnhisel, SZ/CHM

Chiengmai Station has been undergoing a complete renovation of its offices and other work areas. The resultant improvements have created a work atmosphere more conducive to performing each function more efficiently.

Completed improvements include: interior paneling, fluorescent lighting, partitioning and air conditioning. The radio station is in process of being moved to a soundproof and air conditioned Communications Van. The expansion of present facilities to provide additional storage and warehouse space has been approved and will commence soon. (Pix in next issue—ED.)



TOMORROW'S NEWSPAPER—TONIGHT

by: John McKenzie

Among the many and varied aerial operations performed by Air America is the "Book Lift" run, flown nightly between Tachikawa, Japan and Kimpo Airport, Seoul, Korea.

Starting in the early Fall of 1950—shortly after the onset of the Korean conflict—Book Lift flights have been operating without interruption ever since and have hauled countless millions of copies of STARS AND STRIPES to U. S. military forces in South Korea. Equipment used on these flights was up-graded on July 1 of this year from two DC-4s to two DC-6s giving the flights pressurized capability.

Every afternoon, 20,000 copies of STARS AND STRIPES start their airlift journey to Seoul with a truck ride from the publication's Japanese headquarters in the Akasaka area of Tokyo to Tachikawa Air Base, some 22 miles to the West.

At TAW, the bundles of papers are loaded aboard the aircraft by personnel from Air America and the USAF's 315th Air Division. AAM ground personnel ensure against any types of delay—mechanical or otherwise.

The aircraft also carry other high priority items; and, quite often, senior officers of the military services.

The flight departs Tachikawa regular-

ly every evening at 1800L, arriving at Kimpo at 2150L.

As soon as the props stop turning, the papers are off-loaded onto trucks, jeeps—or even bicycles—to be rushed to U.S. armed forces personnel, wherever they might be located, from the DMZ in the North to Pusan, in the South.

Since it is estimated that each issue is seen by three to four people, the 20,000 copies are read by 60—80,000 troops, from GIs to Generals.

Distribution flexibility of the STARS AND STRIPES in South Korea is indicated by this anecdote: a company moved its perimeter 3½ miles in the field overnight. The STARS AND STRIPES boy delivered the subscription copies to his customers only 30 minutes late.



STARS AND STRIPES being off-loaded at SEL.

EDITORIAL EFFUSION

Here's your new AIR AMERICA LOG—new in format, new in concept and new in editor.

We hope you like it.

If you do, let us know; and if you don't, let us know that, too—and why. And tell us what you would like seen added to or subtracted from the LOG.

We know, and regret, that some of the news in this first issue is a little stale; many of you responded to our request for copy with refreshing alacrity.

Now that the LOG is launched—and, we hope, debugged—we will run fresh news only by publishing on a regular monthly schedule. So keep the news and pix flowing—flooding—in!

To all of you in Air America who cheerily accepted the added responsibility of contributing to the LOG, we say: "ten thousand thanks".

George L. Christian

George L. Christian, III
Editor

PERSONNEL POOP

by: "Air Scoop" Murray, AFS/KAD

Air America—Kadena, welcomed twelve new crew members during August.

The new men, who will be flying on our LSG contract flights are:

Capt. D.R. Smith, LeRoy Letendre and Jim Pearson.

F/O Larry Alsop, "Swede" Larson and Jack Kessock.

F/E Ralph Keadlee, Joe Andrews and Walt Zaveruka.

F/N Bob Hedrix, Gerry Winkle and Pete Lavin.

Some of these men have already arrived and are in the process of settling in with their families; others are in transit.

Everyone here on the "Rock" welcomes you and your families.

ANNIVERSARY AT VIENTIANE

August 30, 1966 is a red-letter day for our VTE Base. On that date, its MTS and RMD personnel performed the remarkable feat of having 100% of AAM's 31 aircraft operational, enabling our crews to evacuate every single plane from Wattay Airport before the nearby flooding Mekong River inundated the field with several feet of water.

To commemorate this noteworthy date, BM/VTE set August 30, 1967 as the day on which the first AAM aircraft was taxied onto a just-completed, Company-financed taxiway. Pilot was Fred F. Walker. The taxiing was timed to coincide with the exact hour that the last AAM aircraft cleared Wattay for drier terrain in 1966.

AIR AMERICA SAFETY MEMO

ATTENTION MOTORCYCLE AND MOTOR-SCOOTER OPERATORS

Courtesy: Safety Division

A two-wheeled motor vehicle is only as safe as its operator.

You, as a motorcycle or motor-scooter operator, should develop safe riding habits whether your journey is for pleasure or for economical transportation.

Suitable protective helmets must be worn at all times by the driver and passenger. Statistics have proven that serious head injuries are a common result of cycle accidents and that a vast majority of injuries could be avoided by using a helmet.

Here are a few safe riding tips—follow them:

- Don't "cut in" between lanes of traffic—if you can't see ahead, don't try to pass.
- Don't travel close to curbs or parked cars.
- Use your brakes wisely.

- Always respect a wet or slick surface.
- A real killer: riding when tired.

Remember, greater skill and coordination are needed to handle a motorcycle or motor-scooter than an automobile. Your vehicle is small, difficult for the motorist to see, and offers you no structural protection whatsoever in a collision.

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KADENA SAFETY TIP

To make its personnel more visible while working on the ramp at night, Air America's Kadena Base is applying strips of fluorescent, adhesive tape to the belts of laborers' coveralls. A piece of tape 1" wide and 2' long is used on each belt.

The dark blue coveralls worn by ramp personnel sometimes make them hard to see at night by pilots taxiing aircraft or by vehicle drivers.

We are told that U.S. Air Force/Kadena uses this fluorescence effectively.