



DISASTER AVERTED

by: "Air Scoop" Murray AFS/KAD

A possible disaster on the Kadena flight line was averted recently when a flash fire occurred in the engine of a fuel truck which was preparing to refuel a Continental Airlines' 707 jet.

When the fire was noted, A3C James F. Spicer, Jr., 18th Supply Sq., the driver of another fuel truck, grabbed a fire extinguisher from his truck and rushed to contain the fire. The driver of the vehicle on fire, A1C Charles T. Bragg, 18th Supply, jumped into the cab of the fuel truck and turned off the ignition.

Two civilian employees of Air America, Inc., Jimei Momji and Lm/2c S. C. Chang, picked up nearby fire extinguishers and aided Airman Spicer in putting out the fire. They were soon joined by Airman Bragg. When the flight line fire department arrived within minutes after the fire started they declared the emergency terminated.



AAM's Lm/2c S. C. Chang whose quick action helped to avert a possible fueling disaster at KAD recently.

Lt. Col. Joseph B. Raggio, Chief of Base Flight Operations, whose office overlooks this particular area of the flight line, eyewitnessed the short-lived emergency. "I was on the phone at the time," commented Colonel Raggio, "when all of a sudden this flash fire erupted from the engine of the fuel truck. I am certain that the sure, swift actions of the men involved saved many lives and much damage to our flight line. It is gratifying to see personnel of this caliber risk injury and possibly their lives to prevent what could have been a major disaster."

The aircraft commander, immediately after the emergency, thanked the men involved and praised them for their quick action which "saved the aircraft".

Robert R. (Bob) Carroll STS/KAD gave Chang the "AMD Man of the Month" award for his commendable participation in this incident.



RICE DROP

(SECOND & CONCLUDING PART OF A HIGHLY PRECISE OPERATION)

by: G. L. Christian, III — EDITOR

(Rice drops are a vital function of our VTE Base. They are flown seven days a week, weather permitting, using C-46, C-123 and Caribou aircraft. In a recent month, AAM/VTE delivered over 7-million pounds of rice and related commodities in Laos. Here are the facts — ED.)

One sunny morning recently at AAM's base at Wattay Airport, Vientiane, Laos, our C-46 No. 138 was loaded by forklift with 10,856 lbs. of rice packed in triple burlap bags — to resist the bursting forces of an 800 ft. free fall. Each bag weighed 94 lbs. (about 42 kilos). We carried 13 plywood pallets, 12 of which were loaded with nine bags of rice each for a total weight per pallet of 864 lbs. (846 lbs. of rice bags plus an 18 lbs. pallet). One pallet was four bags light, which accounts for the total rice load weight of 10,568 lbs.

Three Thai Air Freight Dispatchers (kickers), Tawisak Nilasopon, Amnaj Jumphimai and Banyong Plesiri, moved the rice-laden pallets from the roller-conveyor equipped forklift to the forward portion of the C-46's fuselage where they were positioned on the plane's center of gravity and securely lashed in place with stout rope. Air Freight Specialist M. G. Davidson directed the loading.

Our pilot, R. M. (Dick) Kaleta, and copilot, H. K. Wu, clambered into the cockpit and, grossing 47,900 lbs. we took off from Wattay at 0428Z (1128L), with engine settings of 2,700 rpm. and 52 in.hg. and indicating 88 k.

Turning to a heading of 20°, Captain Kaleta climbed out at 400 ft. per min., engines at 2,300 rpm. and 36 in. and indicating 120 k. (at 4,500 ft.).

We got to our cruise altitude of 9,000 ft. at 0454Z and power was reduced to 2,000 rpm. and 31 in. We cruised at 145 k. indicated to our primary Drop Zone in Northern Laos, Moung Heim. In case the primary DZ was closed, we had been assigned two alternates: Houi Tong Ko and Pha Bong.

Note: It is often difficult to determine in advance the weather at the primary and alternate DZs. If they are all socked in, the pilot radios Oscar Mike (Ops. Mgr.) who either directs him to still another alternate or tells him to bring the load home.

Our primary DZ was open, so we circled it once. The noise of our aircraft alerted the people on the ground who quickly laid out panels of red cloth to form the "signal letter of the day", thus informing us that we would drop the rice into the hands of people for whom it was intended.

The pilot brought his aircraft down to

the drop altitude of 800 ft. above terrain — which was an indicated altitude of 3,100 ft. During the descent, the kickers positioned a single pallet at the aircraft's open hatch; the door had been removed for the rice drop.

Note: The 800 ft. drop altitude was chosen because rice bags dropped from that height have lost practically all forward momentum on ground impact, thus breakage through rolling on rough terrain is reduced to a minimum. Higher altitudes induce inaccuracies in the drop operation.

The drop started at 0550Z with a single pallet being shoved out of the open hatch at a signal from the pilot ringing the "drop" bell. Special rigging techniques, developed through years of experience, assure that the rice bags will scatter as they fall to avoid landing bunched together. Also, the relatively light-weight plywood pallet is tied to two bottom bags to drag it clear of the plane's empennage.

The instant the pallet cleared the aircraft, the pilot started a 360-degree turn and both he and the head kicker watched the landing of the first drop to determine its accuracy. The pilot mentally noted any corrections he might want to make on the succeeding six drops when two pallets were pushed out on each run over the DZ.

Captain Kaleta said that he trimmed his aircraft about 0.5° nose-down when the pallets were being positioned in the rear of the plane, then trimmed to about 0.5° nose-up when the load was dropped. During the drops, he set his engines at 2,300 rpm.; manifold pressure declined from 28 in. to 24 in. as the plane got progressively lighter. Indicated air speed ranged from 105-110 k.

The seventh and last drop was made at 0608Z. Immediately, the pilot applied power and climbed to the return cruise altitude of 10,000 ft.; heading for Vientiane was 200°. The flight terminated at 0729Z (1429L): our total flight time was 3:01 hours.

The drop had been a success. Of the 113 bags of rice delivered on this flight, 111 fell in the DZ; only two bags—on the first run—fell in a nearby river.



Pallets of 42 kg. bags of rice being forklifted into an Air America C-46 at Wattay Airport, Vientiane, Laos.

RICE DROP (CONTINUED)



Thai Air Freight Dispatchers (kickers) pushing pallets of rice (weight: over 860 lb. each) up roller tracks to be lashed in place on aircraft's C. G. for flight to the Drop Zone.



Circling the Drop Zone (see village and strip at top center) prior initial rice drop. Note total lack of roads.



DROP! At a bell signal from the pilot, kickers push two pallets (over 1,700 lb.) of rice out of a C-46 for an 800 ft. free fall to the D.Z. Rice is triple-bagged to resist bursting on impact. (Kicker's face masks protect against dirt).



Down
Down
Down
goes
a pallet
of rice.
Bags
break up
as they
fall
towards
Drop Zone
which
appears
at
bottom
left
of
the
last
two
photos.



UDORN



AAM'S KRATONG

by: STAFF/UDN

Air America entered the annual Loy Kratong Festival at Udorn, Thailand, for the first time this year.

The Loy Kratong Festival has its origins 700 years ago in Thai history; this colorful occasion is celebrated each year during the full moon of the eleventh or twelfth lunar month. As the story is told, King Phra Rounge had a chief advisor whose daughter, Nang Nophamas, was widely known for her beauty and wit. The King found her so pleasing that she became his first courtesan and was awarded the title of Thou Shrichulaluke.

Every year, all the King's courtesans paid their respects to the Buddha's footprint on the bank of the Maha Nathi River by launching floating lights on the river. Nang Nophamas prepared her floating light as a lotus and decorated it with myriad flowers and burning incense. The King was so pleased with the effect that the decoration of these lights has become a tradition celebrated throughout Thailand each year.

This year, Air America's Kratong (float) was prepared under the direct guidance of Thongsook Semarath, Flight Operations, also known for her beauty and wit.

As shown in the photographs at the right, the traditional lotus, light, and flowers are all present. However, the

readily recognizable Air America wings surmount the float adding a modern touch.

Among the many entries representing most local government agencies and business enterprises of Udorn, Air America's Kratong was awarded an honorable men-

tion and a modest cash prize.

Air America expects to continue to participate in local civic activities in the future which, we hope, will result in even greater recognition of AAM's role in this rapidly expanding community.



Miss Thongsook Semarath, Flight Operations, watches Air America's prize-winning Kratong (float) being put in the water at Udorn by AAM employees.



Miss Thongsook Semarath standing beside Air America's Kratong.

TACHIKAWA



TACHIKAWA NEWSLETTER

by: L. T. Walker, Acct. Supr./TAW

In looking around Tachikawa we find quite a few changes have taken place in the past year. We have some new aircraft and a lot of new faces. Along with the new faces, we also find some "old" faces, one of the most outstanding of which is that of Paris Ning, ART/AW.

Paris first joined the company as an Accounting Clerk in October 1951 and has been as much a part of Air America-Tachikawa as the aircraft. In 1955 Paris was moved into the Accounting Representative position where he has proven himself to be outstanding.

First arriving in Japan in April of 1940 from Peiping to complete his schooling, Paris graduated from Yokohama Technical College and then went on to the University of Kyoto from where he graduated in 1946. The following five years found Paris working in several positions, one of which was with the Chinese Mission in Yokohama.

In 1958 Paris decided that bachelorhood was not for him and he married his charming wife, Noriko. They now have two handsome children.

Paris has two hobbies: hard work and skiing. Whenever he is able to get out of the office during the snow season, you'll usually find Paris on a ski slope.

* * * * *

With winter upon us here in Japan, we would like to invite all of our tropical-living friends, interested in seeing some cold weather and snow, to plan a visit up this way in the next few months. Although we have not seen freezing weather here at Tachikawa as yet, the mountains and northern Japan have icy weather and

several feet of snow already. For the mountain climbers, how about trying a snow mountain climb to keep in shape for those summer excursions. Some alpinists have already started climbing training on snow-capped Mr. Fuji.

* * * * *

We were sorry to say "Sayonara" to some of our flight personnel during the recent months. The first to go was Captain Rick Jacobs who departed for Southeast Asia, leaving his wife, Rita, and "son," Max (a German Shepherd) here until he gets located. Then Captains I.A. Russ and R. R. Green followed Jacobs. Captain Russ' wife, with their small daughter, have departed for the States and the Green family will leave for Pensacola, Florida soon.

The departure of John Berry for another assignment is also regretted. John had become a mainstay with us here at Tachikawa, but we are sure his replacement, Fred Duvall, who transferred in from Kadena as MTS, will be just as effective. We wish good luck to you both in your new positions.



SAIGON GRADS

by: H.J. Kohler STT/SGN

Pictured here are eight SGN/RMD employees, members of Technical Training Airframe Class 67-1A, who have just been awarded Certificates of Completion attesting to their having passed an intensive, 12-week review of all subjects leading to a US FAA Airframe License.

Presentations were made by BM Merrill Hulse, who spoke of AAM's interest in employees who study to improve themselves professionally. MTS Boyd Mesecher pointed out that a license is the key to advancement in aircraft maintenance. STT Harvey J. Kohler, who conducted the course, added his characteristically laconic "Well done!".



Graduates of Airframe Course Class 67-1A. New Certificate holders are, front row (l. to r.): R. Lopez, E. de la Cruz, K. L. Kuo, E. Miranda, C. A. Yang, M. de Monteverde and R. Yolo. In the rear are (l. to r.): Mr. Hulse, Mr. Mesecher, Training Instructor M. de la Cruz, Supr/Shops H. F. Borber, Crew Chief S.S. Applegate, who also received a certificate, and Mr. Kohler. Photo by: Crew Chief W. D. Harper

DANANG NEWS

by: Dan Lawson A/SZ/DNG

I took over the DNG station in November as Acting Station Manager to relieve Gil Stafford who is in the States on vacation with his wife, Paula, who is expecting their first child shortly. Gil is returning to DNG sometime in January.

People Going on Leave:

Jack Burton, CM, departing December on home leave.

George Herring, TM, departing December on annual leave.

Larry Weintraub, OM, departing December on annual leave.

Personnel Changes:

Fred Donner, TM, resigned and was replaced by Bob Tyrell.

Bob was at AAM/KAD as ATM so this is a promotion for Bob; congratulations!



AAM passengers standing in front of one of our turbo-prop-powered Volpars at Danang. Left to right: Mr. James Ackley, Air America AMF/SGN; Mr. John Corson, Special Consultant to Ambassador Locke; Mr. Leo R. Werts, Administrative Assistant to the Secretary of Labor; Mr. Ross S. Shearer, Manpower Administrator for the Department of Labor; Col. G. Godispoti, Fleet Manpower Officer for the 7th Fleet; Captain Jack Spurgeon, AAM/SGN.

AIR AMERICA SAFETY MEMO

WINTER SAFETY

Courtesy: Safety Division

With ole man winter knocking at the door at many of our locations we're hauling out those useful but, UGH! smelly kerosene stoves as well as other types of heaters. These heaters increase our chances of fire. The following article, which is extracted from a National Safety Council publication, has some hints that are well worthwhile remembering:

WHAT SHOULD YOU DO IF YOU AWAKE SMELLING SMOKE —

Most important, never fling open the

bedroom door. It is your surest barrier against fire and fumes. Always feel the panels and doorknob to determine if they are warm. If the door is warm, don't open it. Superheated air, smoke and flames could burst in and fell you in an instant. Instead, make you escape through a bedroom window. Or stay in the room and wait for rescue. Stuff rugs and blankets under the door to keep out smoke as long as possible.

If the door is cool, open it cautiously, so you can slam it shut if you discover smoke or fire. If you see nothing proceed carefully out of the house.

DON'T —

- Don't jump from windows except as a last resort. Then, if possible, first throw out a mattress to soften your fall. Slide out backwards on your stomach, hang briefly and let go.

- Don't re-enter a burning building. Many persons die foolishly attempting to rescue possessions or persons who are already safe.

DO —

- Get everyone out first — then call the fire department. Fire travels so swiftly that every second for escape is precious.

- Never remain inside to call firemen. Turn in the alarm after everyone is safe.

- Sleep with bedroom door closed. A closed door keeps out poisonous fumes and smoke and doubles or triples the length of time you have for escape.

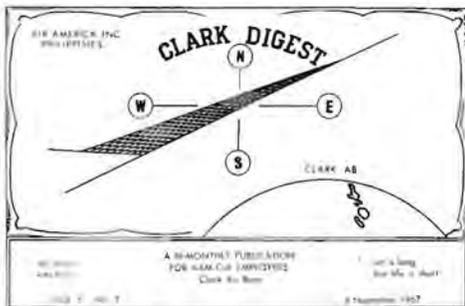


"CLARK DIGEST" LIFTS OFF

A new Air America publication, the CLARK DIGEST, lifted off the launching pad last month. The first issue (6 pages) was published on November 6, the second (7 pages) on November 20.

We wish it great success.

Below is a miniaturized reproduction of the front page of VOL. I — No. 1, some excerpts from that issue, and the CLARK DIGEST staff. — ED.



To my fellow employees:

The maiden issue of the CLARK DIGEST marks the advent of a new era in the recorded history of Air America, Inc. at Clark Air Base, Philippines. It signifies an added effort towards the further development and expansion of the continuing dialogue between Management and its employees on matters that have mutual interest and concern. Through this medium, the employees can be provided with a vast and accurate reservoir of employment information and guidance, not to mention the wealth of knowledge that shall be acquired from the serious articles and technical discussions that shall be published from time to time.

To the whole staff of CLARK DIGEST, and to those who in one way or the other

made this project possible, I would like to extend my and Management's sincere appreciation for their voluntary efforts. I am sure they will, as in their jobs, do their best to make the CLARK DIGEST more effective in informing our fellow employees of the noteworthy activities in our Company.

Charles B. Chambers

CHARLES B. CHAMBERS
Station Manager

PERSONNEL OF THE MONTH

Miss Zenaida B. Taguba, of Traffic Department, was the recipient of a well-earned commendation recently due to her exemplary honesty. She found a passenger's wallet containing considerable U.S. currency aboard FLT V260/02 and she lost no time in turning in the wallet to the Operations Manager, Mr. N. S. Pagtakhan. Ownership of the wallet was traced to S/Sgt. D.L. Snyder. May we have more Miss Tagubas in our organization!

FATHER DOING WELL

Stanton C. Ogsbury, ATM/Clark, arrived recently from Japan and happily announced the birth of his first child, Luanne Elizabeth Ogsbury (weight 7.5 lbs.). Stan's over-excitement resulted in the loss of his suitcase somewhere. On the child, congratulations! On the suitcase, so sorry.

DEPARTURES AND ARRIVALS

Welcome on board to Mr. Luis R. Ortiz, whose last station was Yokota, Japan. He will be permanently working with us here at Clark.

THE CLARK DIGEST STAFF

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Felix T. de Loyola (Operations)
Rolfe L. Toledo (Maintenance)

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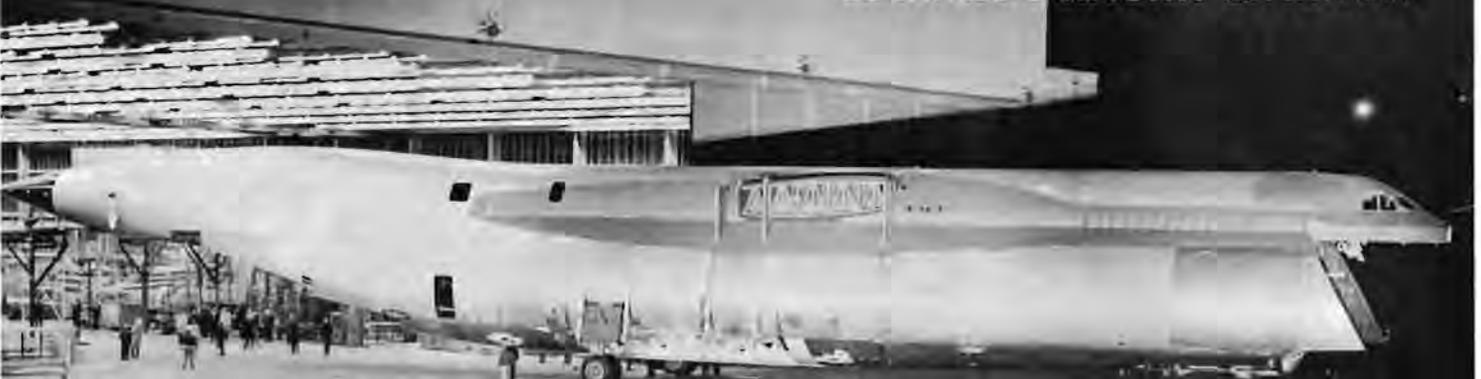
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"Now, Pilot Goudey, we have an unusual award for your rotorcraft speed record..."

Courtesy of: LOCKHEED REPC., S.,
Lockheed - California
Co. Burbank, Calif.,
U.S.A.

LOCKHEED'S LENGTHY LEVIATHAN



This is the 50th and final Galaxy of the U.S. Air Force C-5A Galaxy being built at Lockheed-Georgia Company (a Division of Lockheed Aircraft Corp.). Cargo compartment on lower level of double-deck transport is large enough to carry six interstate buses parked in two side-by-side rows. Tracked or wheeled vehicles can drive in one end, off the other. Drivers and maintenance personnel will ride in the 75-seat, upper-lobe troop compartment behind the wing. Cargo compartment is 121 feet long, 19 feet wide, 13-1/2 feet high. At rollout next February, C-5A will be 246 feet long, span 223 feet wingtip to wingtip and stand 65 feet high at the tail. First flight is scheduled next June. Lockheed-Georgia has a contract for 58 of the 728,000-pound transports, and the Department of Defense holds an option for 57 more. Photo courtesy of: LOCKHEED-GEORGIA COMPANY.