

# AIR AMERICA LOG

VOL. II No. 1

KADENA, OKINAWA

JANUARY, 1968

## MESSAGE FROM MANAGEMENT

### DISCOUNTED TRAVEL

Air America's management is vigorously pursuing a policy to expand the number of existing air carrier agreements which allow our employees to travel worldwide at industry discounted fares. Success to date is indicated by the fact that the number of such agreements has doubled in the last year.

To make it possible for all of us to take maximum advantage of the privilege of traveling at discounted fares, it is mandatory that we all know and understand the basic principle of such travel, which is: **when an airline grants discounted travel, this does not preclude it from selling its seats and services to full-fare passengers. Therefore, it is essential to remember that an airline accepts a reduced rate passenger as a courtesy, not as an obligation.**

Breaches of etiquette on which this premise is based can cause the loss of discounted air travel to a given individual or to our whole Company.

To protect our existing agreements, follow these simple guidelines:

1. Avoid public disputes with host carrier personnel over discount arrangements and procedures; rudeness shall not be tolerated.
2. Give way gracefully to full-fare passengers if so requested.
3. Abide by established procedures—let them take precedence over your personal desires.
4. Airlines welcome constructive criticism. If you have a suggestion for improvement, send it via your department head to our Personnel Travel Section—not directly to the airline.

Remember: the Personnel Travel Section is anxious to help; however, since discounted travel arrangements vary with each airline, do not feel disappointed if your travel plans cannot be arranged exactly as requested.

If you have any travel problems, consult your local Personnel Department.

For details relating to employee travel, see your Personnel Manual—Travel Chapter, Personnel Circular 67/13R1.

This is Air Asia's modern Shops Division building at Tainan, Taiwan. Departments and Shops housed in this building—or in adjacent structures—are: Aircraft Components Department: Accessory, Electric, Hydraulic, and Instrument Shops; Powerplant Department: Large Turbine Engine, Small Turbine Engine, Build-up, Turbine Engine Parts Inspection, Contract Engine, Engine Test, and Propeller Shops; Metal Fabrication Department: Machine, Welding and Sheet Metal Shops; Finishing & Equipment Department: Plating, Cleaning, and Paint Shops; Auxiliary Shops Department: Parachute, Plastics, Rubber, Wood, and Print Shops.



### TAINAN TACKLES TOUGH, TICKLISH TASKS

Air Asia's large aircraft maintenance and overhaul base at Tainan, Taiwan, provides solid and capable back-up support to its owner, Air America, Inc.

AACL's support for AAM covers such areas as aircraft overhaul and repair, component overhaul and repair, procurement, supply and mechanic training.

Air Asia's Aircraft Maintenance Division performs heavy maintenance on Air America's large twin-engine equipment such as C-46s, C-47s and DHC-4A Caribous. Moreover, its facilities have the capability of handling each of the 13 types of fixed-wing and three types of rotary-wing aircraft operated by AAM.

In addition, this Division rebuilds and repairs any airframes damaged as a result of the rugged flying conditions to which Air America aircraft are sometimes exposed.

The Shops Division of Air Asia overhauls and repairs all Air America aircraft components not handled by AAM in the field. Components going through AACL's shops range from shaft turbine, turboprop and piston engines, to propellers, to instruments, to electronic "black boxes", to landing gear, to wheels and brakes.

Air Asia's Technical Training Division operates a continuing training program for aircraft mechanics. Many of Air America's mechanics have gone through and graduated from TTD's training courses—along with mechanics from other organizations.

Courses given by the Technical Training Division run the full gamut of an aircraft and powerplant training school.

Air Asia's highly skilled personnel, and its modern shops—well supplied with the latest aircraft maintenance tools and equipment—are vital to AAM's flying operations throughout the Orient and Southeast Asia. Nowhere else in this part of the world could such competent and complete support be given to AAM's men and machines.



BEFORE—A badly bent DHC-4 Caribou; right wing is lying upside down in front of the aircraft.



AFTER—The same Caribou—unbent by Air Asia and as good as new—prepares to take off.

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

# AIR AMERICA LOG ★ エア・アメリカ・ロックブック



## THE TALL MAN OF RMD CLK

by: L. Toledo, Mech. 1/c RMD/CLK

Mr. Antonio R. Libut, (height—5 ft. 8 inches without his two-inch heel shoes) Crew Chief of our RMD, is number two on the seniority list of Clark AAM personnel, having joined the Company on July 15, 1961. In addition to this distinction, however, Tony (as he is fondly called by everybody) can be considered the personification of a model employee. His trade marks are his competence in his job and a warm and understanding character.

Tony started his AAM career as a Mechanic 1/c, then he became Leadman



Antonio R. Libut

2/c, and ultimately, he was promoted to the position of Crew Chief due mainly to his efficiency and ability in the field of aircraft maintenance. His worth as an aircraft maintenance man is attested to by numerous commendations in his bulging "P" file for work exceptionally well done and for services rendered beyond the call of normal duty. Tony has also received many commendations from USAF.

After training at the American Far Eastern School of Aviation, Tony was graduated as an Airline Maintenance Engineer at FEATI University, Manila, in August 1947. Tony also trained at Boeing schools at Renton and Los Angeles. At Clark, he completed many aircraft courses. Tony also holds a US FAA license.

In private life, Tony is married to the former Juanita Sta. Cruz, of Bacolor, Pampanga. They have ten children, the oldest being a teen-age girl of 19 and the youngest a 2-month old baby boy. Tony is a devout and conservative Catholic and Cursillista.

Indeed, Tony is a "tall man" in all aspects of life. May his tribe increase!



## AAM FLIES- AND FLOATS

by "Air Scoop" Murray AFS/KAD

It seems that the Air America people at Kadena, Okinawa have been taking to the sea as well as to the air. No fewer than seven employees have boats of one kind or another based at the Okinawa Yacht Club. Three more of our people are members of the Club and are looking around for the right boat to buy.

Dale Williamson, with his fifty-footer, will probably have the largest boat for some time to come. He is currently giving his craft a complete overhaul and hopes to become water-borne soon.



"Air Scoop" Murray at helm of his "PLAY-MATE".



Ralph Headlee F/E KAD working on his runabout with young Chris Murray.

Bob Tyrell is the proud owner of the fastest speedboat on Okinawa. He turns a neat fifty mph. in his 300 HP. 17-footer. (Since this was written, Bob was promoted from ATM/KAD to TM/DNG; we do not know if his boat followed him—ED.)

Other boat owners and yacht club members include: Tom Murray, Lou Banta, Bob Carroll, Joe Andrews, John McMahon, Ralph Headlee, and "Swede" Larson.



## VIENTIANE VOLPARS

The reassignment of six Volpar-Beech aircraft from Air America's Udorn, Thailand Base to our Vientiane, Laos Base was accomplished in December and nearly completed Vientiane's inventory of this speedy, turboprop-powered type of aircraft. An additional Volpar, N9542Z, is expected to be transferred to Vientiane.



An AAM Volpar Beech on our Base's apron, Vientiane.

Services and maintenance of these aircraft are progressing smoothly with a minimum of problems (shades of Air America's motto: "No Problem").

Rigging procedures on the Garrett TPE 331 engine are being accomplished "by the book" with the result that engine power problems are rapidly becoming the exception rather than the rule. All engines with reported low EGT (Exhaust Gas Temperature) upon arrival at VTE were checked and re-rigged so that, at present, not a single TPE 331 has a take-off torque reading below 52 psi. These Volpars are returning from trips up-country, often lasting several days, with few—if any—engine write-ups.

\* \* \* \* \*

## LANE AHUN LAO



This new, completely-screened, dining hall catering to Lotion tastes—called LANE AHUN LAO—was built at Air America's Vientiane Base at Wattay Airport, Laos and opened on New Year's day, 1968. The ceremony was highlighted by a gala celebration attended by Company personnel and their families.



AMD Superintendent F. G. Vizcarra standing on the base of the knock-down engine change hoist he designed.



The portable engine hoist being used to change a Garrett TPE 331 turbo-pro engine on a Porter PC-6 plane.



## VIZCARRA'S HOIST

by: **Boyd D. Mesecher MTS/SGN**

Out-station recovery of aircraft requiring engine changes has always presented somewhat of a problem when it comes to what to use for lifting the heavy powerplants. Until now, we had to disassemble one of the big "A" frame hoists at Saigon, load it in a large cargo-type aircraft and fly it to the grounded plane. There, the hoist had to be reassembled.

One of our more senior maintenance men, AMD Superintendent F. G. Vizcarra, reviewed the problem on his own initiative and designed an engine hoist for turbine-powered planes using a portion of a helicopter engine hoist that had been borrowed on a long term basis.

Vizcarra's new, knock-down hoist can be quickly disassembled and transported to a disabled aircraft using the smallest plane we operate. This has improved our safety factor in handling engine changes as well as reduced our shipping cost.

The cost for the new hoist was slightly under US\$50.00. Two hoists have already been built for SGN and two more are under construction—one for Danang and one for Nha Trang.

\* \* \* \* \*

## FOR THE 48 NEEDIEST

SGN initiated a vigorous campaign to help approximately 48 Vietnamese employees' . . . whose 'loss and discomfort' (after Tet) should be described more accurately as tragedy. Five of these persons were killed; an estimated 164 were completely burned out, and are now virtually . . . without any shelter. . . About five families are still missing. . . in places like Go Vap. . .

"Air America is doing everything possible, doling out huge amounts of . . . emergency rations, lending interest-free money . . . It is not enough."

AAM has appealed for money, anything, to help the needy . . . The instant response was heartening: Vietnamese, TCNs and Americans alike started pouring in money and supplies. Of particular note is AAM Captain Fred E. Anderson who, alone, contributed " . . . a room full (to the ceiling) of clothing, medicines, etc. . . ." Sometime ago he collected the stuff himself in the U.S. and shipped it to S. Vietnam with his personal effects, intending to give it to an orphanage in Go Vap—which is now overrun by the Viet Cong.

### Air Facts

Do you know which are the five largest air carriers in the world (in terms of number of aircraft operated as at Jan. 1, 1967)? see p. 8.

## COMMENDATION

December 14, 1967

Mr. William Cain  
Air Operations,  
USAID  
Saigon, Vietnam  
Dear Mr. Cain:

Before leaving Saigon, I want you to know how much I appreciated the quick thinking and resourcefulness of the Air America helicopter crew which took my wife to safety from Dak Son, under fire, then returned to rescue me and my party.

It is my feeling that Captain James W. Davis, the pilot; Captain Lawrence G. Stadulis, the co-pilot; and C. W. Kelley, flight mechanic, deserve the highest commendation. USAID and Air America should be proud of these men and their courage in a difficult situation.

Sincerely yours,

CHARLES H. PERCY  
United States Senator



The commended crew: (l. to r.) Flight Mechanic C.W. Kelley; Captain James W. Davis and First Officer Lawrence G. Stadulis standing in front of a Bell 204B.





The Udorn Fire Brigade is under the direct supervision of Base Manager E. S. Dew; it performs its assigned missions under the direction of Fire Chief R. B. Malicsi, who is its technical and administrative head.

The Brigade is presently protecting

over \$1-million worth of property; this figure does not include the worth of the four twin-engine fixed-wing and 25 rotary-wing aircraft based at UDN.

The Air America complex, which is the Brigade's main area of operations, is approximately one square mile in area. It

## UDORN FIRE FIGHTERS

by: R. B. Malicsi, Fire Chief/UDN

In addition to its aircraft operations and maintenance activities in Southeast Asia, Air America also furnishes fire protection services. At AAM's Udorn base, the organization charged with this responsibility is the Udorn Fire Brigade, as it is known in Company circles.

The Brigade is responsible for structural and aircraft crash fire fighting and rescue operations at the Air America complex and adjacent taxiways and runways at the Udorn Airport. The Brigade's primary mission is the protection and preservation of lives; secondly, the protection of property and the control and extinguishing of all types of fires.



A mutual aid training exercise was held recently by U. S. A. F. and AAM Fire Brigade personnel at Udorn. Directing the operation is AAM Fire Chief R. B. Malicsi. Participating in the action is a USAF HH-43B Huskie crash-rescue, fire-fighting helicopter. (Manufacturer: Kaman Aircraft Corp).

## VIETNAM REPORT

### DANANG NEWS

by: Dan Lawson A/SZ/DNG



Recent Air America VIPs who transited DNG. Mr. Allen Roman—Refugee Advisor to the Vietnamese Government (left); and Ambassador Henry L. T. Koren—Deputy for CORDS, Danang.

### DNG SHORTLINES

A new nose hangar was completed at DNG recently. The area from the drain culvert to the nose hangar must be surfaced before the nose hangar can be used; this will be accomplished shortly—it is hoped.

In-house activities have increased considerably with local acquisition of material. Among projects underway are: repair and refurbish the Operations offices; enclose the outside porch; repair the electrical appliances at the Old Hostel, etc.

The DNG 1½ ton stake truck is being converted to a truck-bus vehicle. Folding seats and related material have been obtained locally and all work is being performed in-house. When the truck conversion is completed, DNG's growing transportation problem will be greatly alleviated since the truck-bus combination can be used by Supply to haul cargo; or it can carry 25-30 employees per trip. This will release the smaller jeeps for FOD use.

### NHA TRANG NEWS

by: Ray M. Beatty SZ/NHA

This station has come a long way in the almost two years since its inception.

The facility started on April 15, 1966 as a sand pile at the end of NHA's runway.

Today, AAM's NHA station is a smooth-running organization which services our customers quite well. The facility now boasts a passenger lounge and check-in counter, paved ramps and aircraft parking area, two helicopter pads, and underground fueling system. AAM personnel also have the responsibility for managing an Embassy four-warehouse complex and a USAID warehouse.

NHA station's rapid growth and development is the result of a lot of hard work by all hands; plus fine support, cooperation and advice from Saigon.

\* \* \* \* \*



"BEATTY'S FOLLY" is the name of this craft about to be launched at Nha Trang. The property of SZ/NHA Ray Beatty, the boat graced the driveway of AAM's Nha Trang's hostel for over a year while its proud owner gave her a thorough overhaul. Recently, Ray dipped his craft into the South China sea. It did not sink—so those who bet she would have lost.

# AIR AMERICA LOG ★ AKLAT SULATAN NG AIR AMERICA

includes office buildings; a school building; a clubhouse and restaurant; powerhouses; warehouses; automotive maintenance shops; storage areas for POL products; and aircraft maintenance shops, hangars and ramps.

AAM's Fire Brigade works closely with

the U.S. Air Force Brigade and the Fire Chiefs of both organizations coordinate their activities and cooperate with each other in all matters—especially on mutual aid responses. A mutual aid training program is in effect on a continuing basis between the two Fire Brigades. This train-

ing develops a high degree of teamwork between personnel of both Brigades when they are called upon to fight fires. In addition, continuous training in all aspects of structural and aircraft crash fire fighting is conducted by officers of the Udorn Fire Brigade to keep its fire fighters in a high state of readiness to cope instantly with any kind of structural or aircraft emergency.

When the occasion arises, Air America's Fire Brigade cooperates with and assists the Udorn Airport Civil Aeronautics Administration Fire Brigade in extinguishing structural or aircraft fires. Air America also loans training material to the Thai Fire Brigade and helps to instruct its personnel in correct fire fighting procedures and techniques. The professional performance of Air America's Fire Brigade is earning the respect of all Fire Brigades in and around the community of Udorn.

During the past 24 months, the Fire Chief of the Udorn Fire Brigade has concentrated his fire fighters' activities on methods of fire prevention to eliminate fire hazards. The result: a clean record of no fire losses.



Firefighters Z. E. Santonil, Jr., and Assistant Fire Chief L. C. Taal, of the Udorn Fire Brigade, are demonstrating the effectiveness of Purple "K" dry chemical fire extinguishers. A hundred gallons of 115/145 avgas fuel was extinguished with the use of two 30 pound dry chemical fire extinguishers.



## MIDNIGHT MAINTENANCE

by: J. R. Barnhisel SZ/CHM



A Bell 204B helicopter undergoing a heavy inspection and maintenance service at night in AAM's hangar/office building at Chiang Mai, Thailand. RMD Leadman Vernon Durham (in white uniform) is shown with RMD service mechanics.

## RIGID-ROTOR ROLL



Six sequence shots (follow numbers in upper right corner of pix) of Lockheed's Model 286 rigid-rotor helicopter performing a perfect barrel roll.

A barrel roll is performed by a Lockheed Model 286 rigid-rotor helicopter. The Model 286 is believed to be the world's first and only chopper to perform this feat. The rigid rotor helicopter also does loops (we would show you pix of that maneuver too, if we had the space) and other aerobatic gymnastics that usually belong exclusively in the realm of fixed-wing airplanes. These maneuvers demonstrate the varied capabilities of the Lockheed rigid-rotor system.

Built for the United States Army, the Model 286 is also the first rigid-rotor helicopter to be certificated by the U.S. Federal Aviation Agency, according to Lockheed.

Courtesy of: Lockheed-California Co., Burbank, Calif.

Note: If you would like to see a spectacular six-pix series of the Model 286 looping, write to me and we'll run it soon.—ED.

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

## TACHIKAWA



Mech 1/c H. Sato uses chain hoist to position a Boeing 727 main landing gear tire-and-wheel assembly on TACHIKAWA's locally-made tire-breaker. (see Air America LOG, Nov. 1967 issue). Leadman 1/c L. Wong lends a hand as Mech. 1/c K. Tanzawa watches the procedure.

## AIR AMERICA LOG

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## PERSONNEL POOP-TACHIKAWA

by: T. S. Barnes MFD/TAW

It is with regret that recent operational requirements have caused the placement from Tachikawa of several valued personnel. Captain Henry M. Schiller has departed on home leave after which he will proceed to Vientiane. Captain J. R. Deakin, after a short leave, will report to Vientiane as will Captain Herb Clark. Tachikawa's loss is SEA's gain.

### AIR HISTORY

In the Beginning:

October 15, 1783. Pilatre de Rozier, a Frenchman, became the world's first aeronaut when he ascended from Paris in a hot-air balloon designed by the Montgolfier brothers, French paper makers. It rose to 84 ft., the greatest height it could attain—being tethered to the ground.

### AIRLINE JABBERWOCKY

"Morning XY. Seen TD around?"  
 "He's gone to WLAT to have words with GMS."  
 "How about GMT?"  
 "He's with GMC at LHR."  
 "Awkward. Can't get C.Ex. He's at a conference with FOD, FC & CPRO."  
 "Probably something to do with the NJC."  
 "Maybe. Saw SRM and PSM having words with ACM."  
 "How's MLS?"  
 "Busy inspecting the ADs with SM."  
 "Stupid of me to forget, XY—what do your initials stand for?"  
 "Funny, I can't remember. And yours, YZ?"  
 "No idea. Been stuck with them for 15 years. Driving me round the bend. Had a word with DMS about it, he obviously thought I had the DTs."  
 "Know how you feel. Same trouble myself."  
 Courtesy of: BEA MAGAZINE

### Answer to P. 3

1. United Air Lines, Inc. — 318 aircraft
2. Eastern Air Lines, Inc. — 191 aircraft
3. American Airlines, Inc. — 178 aircraft
4. Air America, Inc. — 165 aircraft
5. Trans World Airlines, Inc. — 159 aircraft

## AIR AMERICA SAFETY MEMO

Courtesy: Safety Division

### WHO SHOT JOHN?

The following humorous and mythical story was extracted from a National Safety Council publication.

"To the Honorable Judge Frank E.—  
 "Well, Frank, we done like you ast, and we looked into the demise of ol' John, and we got together for you this here:

#### CORONER'S INQUEST REPORT

"FACTS: We found ol' John layin' in the mud outside the stage stop, deceased, with a hole in his belly. It had rained some that night, and we surmised that between the thunder and the hollerin' in the saloon, we must have overlooked any ruckus goin' on. We took him to my place, Clyde and Jim and I, and I dug the slug outen his stummik. Then you got to fussin' about how this would have to be looked into."

The report goes on to discuss the investigation, and the rather perfunctory interview and dismissal of possible suspects: Big Bad Bill, because he threatened to take up the matter personally with anyone who accused him; Miz Mary Jane, because she said she knew nothing about it, and she baked and served them the best boysenberry pie in town; the boys at

the Bar None ranch who, although known to get a mite rowdy at times, were throwing a shindig that night and couldn't have possibly found their way into town; the blacksmith who was shoeing a horse and was kicked in a tender spot during the questioning, because when the howling subsided he said he knew nothing about it; and Charlie Stewart, who left the community sometime back, because he said he knew nothing about it but would have been glad to take care of it because it needed doing.

#### CONCLUSIONS:

- a. Nobody shot John.
- b. He must of just swallowed a bullet and died.

(That there hole in his belly still kinda puzzles us though.)

"Signed by hand.

Doc Jim Hagerstrom (vet) Coroner"

THE PRIMARY PURPOSE OF AN INVESTIGATION IS TO DETERMINE ACCIDENT CAUSES SO THEY CAN BE ELIMINATED OR CONTROLLED. UNSAFE ACTS AND CONDITIONS MUST BE UNCOVERED OR THERE CAN BE NO CORRECTIVE ACTION.

REMEMBER—FOR FUTURE PREVENTION THE CAUSE OF AN ACCIDENT MUST BE PINPOINTED. FACTUAL ACCIDENT REPORTING IS SYNONYMOUS WITH GOOD PREVENTION.