

DATE	FLIGHT		AIRCRAFT TYPEN				DEAL TIME						SOUND TIME			REMARKS OR INCIDENTS LOADING UNLOADING TOWERS AND BRIDGE
	ORIGIN	DEST	MODEL OF AIRCRAFT	TYPE	REGISTRATION TERMINAL NUMBER	NAME OF ENGINE	NO. OF PASSENGERS	NO. OF CARGO	NO. OF MAIL							
<h1>AIR AMERICA LOG</h1>																
<small> COMPANY NAME: _____ AIRPORT: _____ AIRCRAFT TYPE: _____ FLIGHT NUMBER: _____ DATE: _____ TIME: _____ </small>																

MESSAGE FROM MANAGEMENT AAM'S LEGAL OFFICE

Air America's far-flung operations place a unique responsibility on the office of the Secretary-Legal Counsel (OSLC).

al problems, says a spokesman for the office, come in nine languages — Korean, Japanese, Chinese, Tagalog (native Philippine), Vietnamese, Lao, Thai, French and, of course, English.

Since the greater part of the Company's activities is performance of contracts with agencies of the U.S. Government, a major effort is expended in the drafting, review and analysis of such contracts and related documents against the highly technical and exacting requirements of Government procurement regulations.

This activity requires close coordination with every other major company function. Through time tested procedures, these contracts (and all others, except for a few routine types) are processed through interested offices, the various comments elicited in this processing are then either resolved in consultations between OSLC and those offices or reserved for decision by the President, and a thoroughly "staff-contractual document, bearing OSLC's "legally sufficient" benediction, is passed to the President for approval.

The wide variety of other OSLC activities requires familiarity with labor and social legislation, monetary controls, customs requirements, aviation regulations, litigation procedures and various other enactments in the many countries where Air America operates or procures goods and services.

Against the background of these multi-faceted requirements, OSLC reviews not only the Company's contracts but also provisions of Company generated materials. Understandably, therefore, the office is represented on the Accident Review Board, the Banking Committee, the Board of Review administering death and injury benefits and the Retirement Board.

OSLC is manned by a complement of six lawyers in the field and one in the Washington Office, supported by an extremely competent staff. In addition, leading local counsel are retained or consulted, both in the field and in the United States, to deal with major local problems.

Front side of Udorn's new wing to the Administration/Operations Building. The original ADM/OPS structure is at the right.



NEW UDORN OFFICE WING OPENED-OPERATING

A brand new wing to the existing Administration/Operations Building was recently completed at our Base in Udorn, Thailand.

The two-story reinforced concrete wing, which measures 90 feet long by 30 feet wide and has a total floor space of 5,400 square feet, was erected in less than one year: it was started on August 8, 1967 and completed on June 15, 1968. Twenty tons of air-conditioning keep the interior comfortable in the Udorn heat.

The 2,700 square foot ground floor houses the following:

1. Flight Operations Department,
 - (a) Flight Information Center.
 - (b) Emergency Equipment, Dehumidified Storage and Issue Rooms.
 - (c) Pilots' Briefing and Flight Planning Room.
 - (d) Pilots' Locker Room.
 - (e) Crew Lounge.

2. Chief Air Freight Specialist's Office.
3. Ground Transportation Department.
4. Accounting Office.
5. Personnel Employment Office.
6. Toilets and Showers (men).

The second floor, also with an area of 2,700 square feet, encompasses:

1. Personnel Office, with private offices for the Personnel Manager and Assistant Personnel Manager.
2. Security Office, with private offices for the Chief of Security, Assistant Chief of Security and a Security Staff.
3. Toilets (men & women).

The handsome new Udorn wing was laid out and designed by Mr. Nelson Yen, currently Staff Assistant to AP/CEA. Mr. Yen planned the new wing to conform architecturally with the original ADM/OPS building which he also designed in 1963; it was completed in 1966.

Rear side of the newly opened, fully air-conditioned wing overlooks an attractively planted court.





A de Havilland DHC-4A Caribou on the AAM flight line, Wattay Airport, Vientiane, Laos.



Lao Traffic Agent III Noulee Sirichumto at the wheel of a forklift load of freight for a Caribou.



Mr. Sirichumto drives the loaded forklift towards a Caribou's rear loading ramp.



CARIBOUS CARRY THE FREIGHT

Of the nine de Havilland DHC-4A, or C-7A, Caribou aircraft in our fleet, the majority (five) are assigned to our base at Vientiane, Laos.

The Caribou offers a wide range of payload performance alternatives, depending upon the length of landing strip available. At 26,000 lb. gross weight, the aircraft is capable of taking off, for example, from an unprepared dirt strip in a distance of 540 feet ground-roll and clearing a 50-foot obstacle in 1,020 ft. With fuel and oil for 400 nautical miles, plus reserves, the craft is capable of getting airborne with payload of 5,420 lb.

Where the runway length is not quite so critical — although still demanding of STOL performance — the Caribou, at 28,500 lb., will take off in a distance of 725 ft. ground-roll and clear a 50-foot obstacle in 1,185 ft. for the same 400 nautical mile stage length with a payload of 7,920 lb. A payload of 8,765 lb. may be carried over 200 nautical miles or 6,200 lb. may be carried 800 nautical miles.

While smaller than a Douglas C-47, the Caribou can carry a larger load into and out of shorter fields than the old World War II Goonybird.

The plane's rear drop ramp speeds loading and unloading and makes it a fine airdrop aircraft.

The de Havilland Caribou will accommodate 32 people when configured as a passenger plane.

* * * * *

CARIBOU SPECIFICATIONS

1. Engines	P&W R-2000-7M2
Takeoff Power	1450 BHP
Max. Continuous Power	1200 BHP
2. Weight (lbs.)	
Maximum Design Takeoff Weight	29925
Basic Empty Weight	19130
Operational Empty Weight	19750
Useful Load (fuel and payload)	10175
3. Description	
Power Loading (lbs./hp)	10.31
Wing Loading (lbs./sq.ft.)	31.2
Length	72' 7"
Span	95' 7"
Height	31' 9"
No. of Passenger seats	32
Cargo Volume (cu. ft.)	1920
Cargo Door	150" x 72"
Standard Fuel Capacity (U.S. gallons)	828



TAW EXTINGUISHERS

by: Y. L. Chow, Safety Rep./TAW

New CB (bromochloromethane) fire extinguishers — called type FEU-1/M — were recently positioned on the flight line and Air America ramp area by the Tachikawa Base Fire Department, replacing CO₂ fire extinguishers. According to the Base Fire Department authorities, the CB fire extinguisher is the most effective means to combat electrical and oleaginous fires.

To date approximately 150 company personnel have attended 30 minute lectures on the proper way to use the new fire extinguishers and to be forewarned of the high irritability of the chemistry of the extinguishers. Some of the warnings pointed out in connection with the new CB fire extinguishers were: (1) when bromochloromethane comes into contact with the heat of a fire, it becomes a toxic vapor; so extreme caution should be taken when using a CB fire extinguisher in a confined or poorly ventilated area, (2) when the bromochloromethane solution comes in contact with the skin, the affected area should be washed with soap and water immediately, (3) contaminated eyes should be flushed with cool clean water, and (4) never direct the hose nozzle toward a person while purging.



Mr. Kihachiro Tanaka (left), Safety Supervisor at TAW, explains how to operate FEU-1/M fire extinguisher to Mr. Naachi Kurebayashi, Mech 1/C.

TAINAN NEWS

The following item was extracted from a recent issue of our sister publication, THE AIRASIAN, edited and published by Air Asia in Tainan, Taiwan, for the more than 4,000 Air Asians. It is published in Chinese with an English summary — ED.

"Fabric Shop — We made history recently by hiring our first female mechanic ... Mrs. K. Y. Liu, the widow of a former mechanic in our shop, C. C. Liu.

"After a long illness and heavy medical expenses, C. C. failed to recover and passed away leaving her with four children and large debts. Having no one else to turn to, this brave woman petitioned Air Asia to hire her in C.C.'s place. The Company, sympathetic to her circumstances, gave permission to hire her into the Fabric Shop."

by: H. L. Wang



AN AIR AMERICA FIRST IN THAILAND

AAM Captains F. N. Smith (center, dark shirt) and W. J. Fraser (not shown) trained two Thai National Police and two Civil Aviation Training Centre pilots to be flight instructors in the first civilian helicopter training program undertaken in Thailand. Twelve TNP student pilots (holding white caps) were then trained by the four new Thai instructors under Capt. Smith's supervision. Lt. Col. Sompot (top row, far left) is student pilot senior officer for the TNP. AAM mechanic Choi (third from right, bottom row), is maintenance advisor for the program. Training was conducted at Hua Hin in Hiller 12Es and was a joint USOM-TNP-CATC-AAM project.



CIVIL AVIATION TRAINING CENTRE, THAILAND
Baholyodhin Highway, Bangkok 9
Thailand
Tel. 73011

No. MC. 0409/1053

June 1968

TO WHOM IT MAY CONCERN

Mr. French N. Smith of Air America Inc. was assigned to the Civil Aviation Training Centre from 5 February 1968 to train Thai helicopter pilots as helicopter pilot instructors and to prepare other technical information used for training.

Mr. Smith carried out his duties efficiently and was cooperative and helpful in every way. He successfully trained the pilots assigned to him and his assistance was greatly appreciated by all those who worked with him.

Chitti Wacharasindhu
(Dr. Chitti Wacharasindhu)
Acting Director

Captain W. J. Fraser received an identical letter of commendation.



SAIGON STATION: SWINGS, SWIMS, SWAYS

by: **Dan Lawson, SRTM/SVN**

A swinging, swimming party was thrown recently in Saigon at SRTM/SVN's house (which also shelters six AAM pilots). Sometimes referred to as "The Halls of Montezuma", the establishment sports a swimming pool — which contributed considerably to the hilarity of the happening. But a sudden, surging dunking brought a moment of meditation to those gazing at the limpid waters of the cool pool — as we shall see.

The party was a joint customer — Air America affair. Among the invited guests were: Messrs. J. Williams, J. Jackson and R. Hall, all of the Civil Operations for Revolutionary Development Support (CORDS), Saigon. Among the Air America contingent frolicking at the festivities were: BM/SGN, SRTM/SVN, DPRA/TPE and a large group of Saigon Traffic Department personnel.

Food was served in copious quantities. The meat was cooked on a pair of charcoal grills. Part of the menu was prepared by our Filipino personnel who are known for their succulent pork preparations, charcoaled to a turn and served on bamboo spits. And someone had scrounged several strip steaks for the beef eaters of the group. There was also a supply of liquid Beefeaters for the olive-men.

But back to the cool pool.

At the height of the happening, an over-zealous young man seized an ao-dai clad damsel and dunked her in the pool — to her considerable distress.

Instantly wracked with remorse, the dunker turned Sir Galahad and, gently gathering the damp, dripping dunkee into his sinewy arms, he lifted her out of the water and delivered her shivering shape to a gaping group of girls gathered around the pool.

The feminine contingent rushed mademoiselle into the house and soon had her soaking clothing hung out to dry. The soft Saigon zephyrs — blowing gently on the girl's ao-dai, etc. — soon had her raiment wearable again. She rejoined the festivities none the worse for her sudden immersion.

All in all, the party was a great success — even though the Saigon curfew curtailed the merriment at 2000 hours.

* * * * *

Photo Captions

1. Traffic Department girls at the party (l. to r.): Pham Thi Thao, Nguyen Thi Thai Loan, Vuong Thi Phuong, Chau Kiet Mau, Huynh Anh, Truong Duc Dung, Dang Ngoc Hang, Tran Thi Be, Tran Thi Kim Hanh.
2. Ming and Ying, amahs of the "Halls of Montezuma", charcoaling Filipino-prepared pork sate skewered on bamboo spits.
3. Miss Nguyen Thi Thai Loan — ao-dai and all — heads for the cool pool.



UDORN



The crossword puzzle below is the work of C.M. Poblete, an erudite Filipino fireman at our Udorn Base. If any of you have ever undertaken to compose a crossword puzzle, you know it is far from easy. Mr. Poblete has kindly volunteered to send us additional brain twisters, so please let us know if you — the readers — want more Air America-oriented crossword puzzles to ponder over in your spare time. — ED.

CLARK



MANAGEMENT ADVANCEMENT

Implementing Air America Management's objective of introducing our personnel to and developing them in scientific, modern management, several of AAM's employees at Clark Station were authorized to participate in a 50-hour Management I course sponsored by the Central Civilian Personnel Office, 13th Air Force, earlier this year.

Among subjects covered were: human relations, work distribution, self-improvement, plans and projects, personnel, and production data.



Clark Station employees, who recently completed the Management I course at the Central Civilian Personnel Office, pose with their guests at graduation ceremonies held at the Oasis Hotel, Angeles City, R. P. Seated, from left to right: Mrs. A. L. Pitts, Mrs. T. Byrum, Miss Eleanor Palmer (guests) and Miss Lillian F. Pagtakhan, PND. Standing, left to right: Renato B. Garcia, Accounting; Rogelia C. Gonzales, Supply; Timolea F. Unisa, Comm.; A. L. Pitts, STS (guest); T. Byrum, Supv. RMD (guest); W.F. Palmer, SOM (guest); Pacifica A. Mendoza, RMD; Antonio R. Libut, RMD; and Benjamin Y. Liam, Security.

* * * * *

CLARK STATION NEWS

Courtesy: CLARK DIGEST

Lighter side

Two widely divergent points are illustrated by this story:

SZCLK paged the SR Operations Manager on the walkie talkie recently and found him in the barber shop.

When queried why he was getting a haircut on company time, he opined that, if his hair grew on company time, it was permissible to have it cut on company time.

Two obvious points were made:

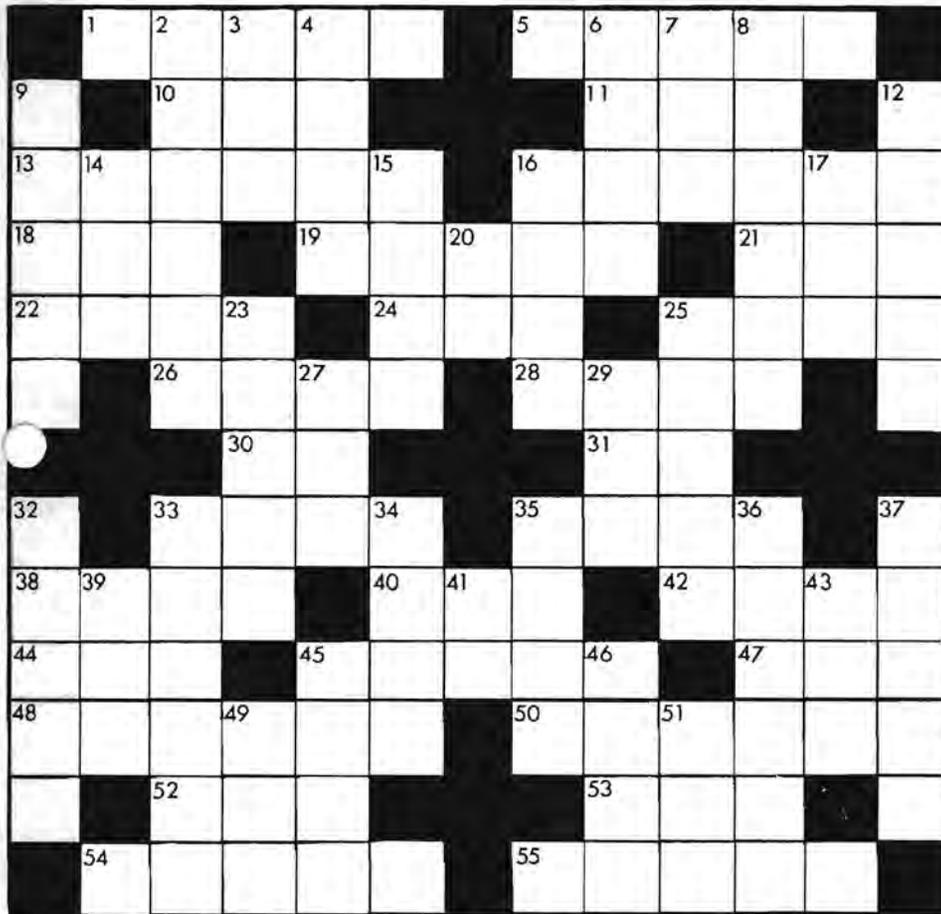
- (1) The value of the walkie talkie.
- (2) Basic philosophy.

* * * * *

More A & P Men in RDM at CLK

Congratulations to the following RMD personnel for passing the practical and written A & P examinations:

1. Mr. Rolfe L. Toledo
2. Mr. Pacifico A. Mendoza
3. Mr. Vito A. Sanchez
4. Mr. Gerry H. Gonzales



ACROSS

- 1 — BM/UDN (Initials & Family Name)
- 5 — PM/UDN (Family Name)
- 10 — Scot for John
- Black bird
- Acme
- 16 — Deciduous horn
- 18 — To equip with weapons
- 19 — Male bee
- 21 — Jewel
- 22 — Hollow grass
- 24 — Bitter vetch
- 25 — Auction
- 26 — An animal unusually small of its kind
- 28 — Opposed
- 30 — Symbol for Nickel (Chem.)
- 31 — Ancient city on the Euphrates River
- 33 — Performs
- 35 — State in the U. S.
- 38 — Former DSY/TPE (Family Name)
- 40 — U.S. World War II Organization (Abbrev.)
- 42 — Monetary Unit (Philippines)
- 44 — Two in Spanish
- 45 — To remove obstacle
- 47 — Ocean
- 48 — AAM President (Family Name)
- 50 — Former Chief SPPD/TNN (Family Name)
- 52 — Hill tribe in Northern Thailand
- 53 — Greek Goddess (Myth.)
- 54 — Plural for goose
- 55 — AAM's second largest station in Southeast Asia

DOWN

- 2 — To boil gently
- 3 — River obstacle
- 4 — Wife of Geraint
- 6 — AABM/UDN (Family Name)
- 7 — Emmet
- 8 — Antelopes of India
- 9 — Former Russian rulers
- 12 — French for army
- 14 — Suffix meaning act or result of an action
- 15 — Allowance for waste
- 16 — A handle
- 17 — Elongated fish
- 20 — Conjunction
- 23 — A dull, ignorant person
- 25 — A narrow band of leather used for fastening
- 27 — Insect egg
- 29 — Crazy person (slang)
- 32 — Closely planted shrubs forming a boundary
- 33 — To undertake
- 34 — Well known trade mark in radio and electronics equipment
- 35 — Branch of U.S. Military Service (Abbrev.)
- 36 — AAM/UDN Flight Dispatcher (Family Name)
- 37 — Male hogs
- 39 — Conjunction implying negation
- 41 — Symbol for Antimony (Chem.)
- 43 — Official seat of a bishop
- 45 — Japanese celery (Pl.)
- 46 — Highway
- 49 — Born
- 51 — Scheduled Time Off (Abbrev.)

Personnel Changes: Mr. S.F. Ense DSY/TPE has left the Company to return to the United States; his position has been filled by Mr. S. H. Johnson. Also, Mr. D.W. Foster recently resigned his position as Chief SPPD/TNN to start a new career in the U.S.; his replacement, Mr. Monroe Hall, arrived in Taiwan recently. Mr. J.R. Barnhisel is PCS from SZ/CHM to ABM/VTE.

GIANT GALAXY GETS GOING



The giant U. S. Air Force/Lockheed C-5 Galaxy, largest aircraft ever built, spreads her 223-foot-span wings and flies for the first time. The 728,000-pound transport is powered by four General Electric TF-39 front fan jet engines mounted in huge, 8½ foot diameter nacelles; they develop 41,000 pounds of thrust each at take-off. The Galaxy, 268 feet long in this configuration, used only half of 10,000 foot runway at Dobbins AFB for take-off and landing. The aircraft has a normal maximum payload of 110 tons; this can be increased to 132 tons under emergency conditions. The Galaxy was developed under direction of the Air Force System Command, Aeronautical Systems Division, for Military Airlift Command service. Photo courtesy of: LOCKHEED-GEORGIA COMPANY.

AIR AMERICA LOG

Editor

George L. Christian, III

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SNAFU SECTION

We have opened this new section as a catch-all for humorous nothings like the following. To all Air America contributors to SNAFU SECTION, we will give a by-line. — ED.

OPERATION: HALLEY'S COMET

A Colonel issued the following directive to his Executive Officer:

"Tomorrow evening at approximately 2000 hours, Halley's Comet will be visible in this area, an event which occurs only once every 75 years. Have the men fall out in the battalion area in fatigues, and I will explain this rare phenomenon to them. In case of rain, we will not be able to see anything, so assemble the men in the theatre and I will show them films of it."

Executive Officer To Company Commander:

"By order of the Colonel, tomorrow at 2000 hours, Halley's Comet will appear above the battalion area. If it rains, fall the men out in fatigues. Then march to the theatre where the rare phenomenon will take place, something which occurs only once every 75 years."

Company Commander to Lieutenant:

"By order of the Colonel in fatigues at 2000 hours tomorrow evening the phenomenal Halley's Comet will appear in the theatre. In case of rain in the battalion area, the Colonel will give another order, something which occurs only once every 75 years."

Lieutenant To Sergeant:

"Tomorrow at 2000 hours, the Colonel will appear in the theatre with Halley's Comet, something which happens every 75 years. If it rains, the Colonel will order the comet into the battalion area."

Sergeant To Squad:

"When it rains tomorrow at 2000 hours, the phenomenal 75 year old General Halley, accompanied by Colonel, will drive his comet through the battalion area theatre in fatigues."



AIR HISTORY (Item 4)

January 7, 1785. First International Flight. Jean-Pierre Blanchard, a Frenchman, accompanied by Dr. John J. Jeffries, an American, took off from Dover, England in a balloon, crossed the English Channel, and landed safely in France — sans passports.

AIR AMERICA SAFETY MEMO



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