

DATE	FLIGHT		AIRCRAFT ROUTE				DUAL TIME						SOLID TIME			REMARKS (E.G. DELAYS, CANCELS, ETC.)	
	CLASS	TYPE	MARK OF AIRCRAFT	TYPE	REGISTRATION NUMBER	MARK OF ENGINE	NO. OF PASSENGERS	L.A.S. (Pilot/Co-pilot)		C.R. (Pilot/Co-pilot)		S.A.S. (Pilot/Co-pilot)		PREPARE	WORK		REPAIRS
<h1>AIR AMERICA LOG</h1>																	
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HELICOPTERS HOIST RETRIEVABLE PLANES

Sturdy, shaft turbine-powered Bell 204B helicopters, operated by Air America, are used when required to retrieve Company aircraft which come croppers while operating in South Vietnam and elsewhere in S.E. Asia. Among Air America aircraft which the 204Bs can pick up and return are stripped down Helio Couriers, Pilatus Porters and Dornier DO-28s plus still other small aircraft, depending on the degree of stripping down.



An Air America Bell 204B helicopter brings back an AAM DO-28 fuselage to our Base at Tan Son Nhut Airport, Saigon. Fuselage is about to be lowered gently to the ramp.

* * * * *

COMMENDATION

REPUBLIC OF VIETNAM
OFFICE OF THE PRIME MINISTER
No. 277Th.T/Vop
Saigon, dated 26 January 1968
FROM: Prime Minister of the Republic of Vietnam Government
TO: Deputy Ambassador Robert W. Komer In Charge of Rural Revolutionary Development/MACV
— SAIGON —

Your Excellency:
After inspecting the Rural Revolutionary Development program in AN GIANG on 23 January 1968, I and the Republic of Vietnam Government Delegation were provided aircraft to return safely to Saigon.

On behalf of the Republic of Vietnam Government and myself, I send to you my whole-hearted thanks. Also, I would like to request that you convey my appreciation to the Air America Company and the crew.

Your kindness once more strengthens the friendship and promotes the mutual assistance which have long existed between our two Nations.

Respectfully yours,
Lawyer NGUYEN VAN LOC
/Signed and Sealed/



Mr. Vilert Sangiamvong.

กรมการขนส่งทางอากาศในราชอาณาจักร
(ไทย สิงคโปร์ - ฮ่องกง - ฟิลิปปินส์ - กรุงเทพฯ)

วันที่ 7 พฤศจิกายน 2510 เป็นวันที่ผมได้มีโอกาสเดินทางกลับจากประเทศเวียดนามใต้เพื่อมาปฏิบัติหน้าที่ที่กรุงเทพฯ... (transcription of the Thai text follows)

วันที่ 14 พฤศจิกายน 2510... (transcription of the Thai text follows)

วันที่ 14 พฤศจิกายน 2510... (transcription of the Thai text follows)

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Note: The above article was written by Mr. Vilert Sangiamvong, Chief — when Scheduling Section, Flying Division, Bangkok. The story, entitled "My First Trip Out of Thailand", relates what Mr. Sangiamvong calls his "... most exciting days ...". In it he describes his first trip outside of his native land (his itinerary: BKK-TYO-TPE-HKG-BKK). This article also exemplifies our editorial philosophy of publishing occasional columns written by our in-tigenous personnel in their native tongue and script. We urge Base and Station Managers to encourage their local employees to follow this example and submit self-written articles with pix. — ED.



DE LOYOLA PASSES STIFF FAA TEST



Mr. Felix T. de Loyola.

Mr. Felix T. de Loyola, an Operations Dispatcher at Clark — and also a CLARK DIGEST staff writer — successfully passed a stiff United States Federal Aviation Administration Aircraft Dispatcher's written examination with an excellent 93% grade, according to an official notice recently received from the Oklahoma City, Okla. office of the FAA. It is noteworthy that Mr. de Loyola became the first Operations employee at Clark — besides SOM Bill Palmer — to pass successfully the USFAA Dispatcher's written examination. SOM Palmer sent Mr. de Loyola a congratulatory message which included this passage: "... The outstanding grade that you have received on your Dispatcher's Examination reflects very highly on your ability, the Flight Operations Department at Clark, and Air America. On behalf of the Flight Operations Department, I congratulate you ..."

* * * * *

Courtesy: CLARK DIGEST HONEST MAN IN TRAFFIC

Mr. Pacifico J. Cabe, a Traffic Utility-man, found a wallet containing considerable sum of money while working inside Braniff aircraft, flight B242/25 last January 25, 1968. He immediately turned it over to one of his supervisors who in turn located the owner while inside MAC Terminal. The owner discovered his wallet intact and the money all accounted for. His pleasure and gratitude were profusely transmitted to our employees in particular and to the Company in general.

* * * * *

DEPARTURE

Mr. Truett H. Harper, Supervisor/Technical Training, departed Clark for Taipei recently via SAT flight V234F/04 for a permanent change of station assignment, Clark to Tainan. Accordingly, Mr. Eliseo V. Querubin was reclassified to assume the Training Instructor position vacated by Mr. Harper.

NEW IDEAS—THROUGH INDIVIDUAL INVENTIVE INITIATIVE

Individual initiative is the spark that triggers invention, exploration, progress. Many Air America individuals display individual initiative to a high degree. We hope the following article will kindle great fires in their imaginations. (This piece was extracted from an SAE paper: "New Ideas Through Individual Initiative" by Lynn A. Williams, Anocut Engineering Company, Chicago, Ill.) — ED.

Historically, a disproportionately large share of important new ideas have sprung from individuals, not large corporations.

This is as true today as it was yesterday. Inventions hardly ever come from committees, from teamwork, from organization. They come from individuals, often working alone, and very frequently under surprising and unpromising conditions. Despite the tremendous size, power, and wealth of the largest industrial firms totally immersed in technology, their contributions have been far greater in production and in marketing than in creativity.

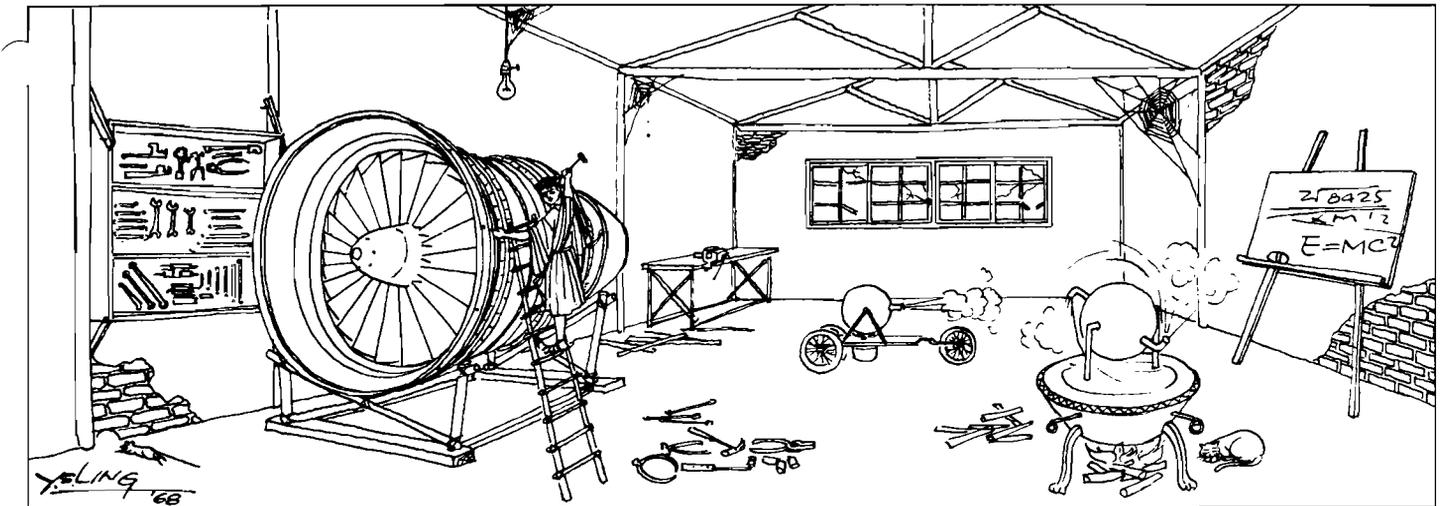
auto-racing enthusiast, Houdry. Cellophane was not invented by du Pont but by a Swiss-born Frenchman: Jacques Brandenberger.

The four-cycle engine was invented by the German Otto, the two cycle by Dr. Diesel. The self-starter was invented by Vincent Bendix and by Kettering before the latter joined General Motors. No reference to major automotive inventions would be complete without pointing out that Dr. Fink, a professor at Columbia, invented chromium plating.

This is not to say that corporations have invented nothing. There have been important inventions made by men working within the framework of American big business. The transistor was the result of an idea suggested by Dr. Shockley at the Bell Laboratories. Freon refrigerants came from Midgely of General Motors. Nylon

significant ideas of the future. Inventions are often the result of two kinds of accident. One is accidental discovery, like Dr. Fleming's observation of an unusual mold in a culture plate which turned out to be penicillin. The other is the accident of persons; ideas stemming from men with no particular skills in the field of their inventions. George Eastman of Kodak was trained as a book-keeper. The two men who invented Kodachrome color film were not chemists but musicians. They did much of their early work in a kitchen sink. Gillette, of safety razor fame, was a traveling salesman. Dr. Dunlop, English inventor of the pneumatic tire, was not a doctor of physics, but a veterinarian. The inventor of the dial phone was an undertaker.

If the director of a modern research laboratory hired this motley crew to work on the kinds of things which, in fact, they



A surprising number of consequential ideas have come from individual initiative outside the confines of organized big business. Examples: penicillin was discovered by Dr. Fleming, a private experimenter, by a large pharmaceutical house; frequency modulation was invented, not by R.C.A. but by Dr. Armstrong; and stainless steel was developed by two men operating as individuals, Harry Beardley and Elwood Harnes, not by big steel.

Edison invented the incandescent lamp, the phonograph and the moving picture. The reason he invented the latter was to make movies of Alexander Graham Bell inventing the telephone. All of these men worked alone or with only a small group of helpers.

The steam turbine was not invented by anyone at General Electric or Westinghouse, but by an Englishman named Parsons. Similarly, the jet aircraft engine was not invented by Pratt & Whitney or General Electric, but by another Englishman, working almost alone, Frank Whittle.

There are many other examples in myriad fields: the self-winding watch was not invented by the Swiss Watch combine, but by an Englishman named Harwood. Catalytic cracking of petroleum was the creative contribution of a wealthy French

was not only developed by du Pont but originated by a man in its laboratories.

What does seem clear, however, is that the giant companies by no means dominate the field of creativity in the way they dominate the market place.

Creativity involves emotional costs which most managements cannot and will not accept. Every innovator is an iconoclast. Whatever his intention, his new idea is an attack on an older idea. This, then, is an attack on the men in charge of old ideas which means the men who are in charge of almost everything. The innovator is likely to have new ideas not only in the areas where they are wanted but also in other areas where they are not wanted. He is likely to be an oddball—disturbing—a man who, by nature and temperament, does not fit into a smooth-running organization. Possibly our big corporations do not really need to innovate. When they do, they take risks which they can avoid by depending less upon creativity and more upon size, momentum, organization, skill, marketing and advertising campaigns.

Invention defies planning. It is simply not possible to corral into industrial research laboratories any but a small fraction of the men who will contribute the

invented, he would have been fired. This element of accident is uncontrollable, unpredictable, and it cannot be organized.

A great danger lies in having our entire society model itself after big business. The temptation to do so is simply that big business is so successful. This leads to the danger that the organizers who in business keep the innovators in their place, may extend their dominion to society at large. This, in turn, leads to an even greater danger: atrophy of the creative spirit, which is one of the distinguishing marks of humanity. A society of ants is productive, efficient, and orderly. It is not creative. It does not change. The ant hills of today differ not one whit from the ant hills found by Julius Caesar in Gaul. It would seem possible to have a society as orderly as an ant hill, and just as stagnant. This society would be totally incompatible with the creativity which distinguishes human beings from ants.

The fundamental problem is not technique, nor method, nor organization. The fundamental need, if we are to have a continuous flow of creativity, new processes, new institutions, new products, is to want them. If we want them, we will get them. As Plato said: "What is honored in a country, will be cultivated there".



TACHIKAWA BASE

by: John Bond, ATM/TAW

Tachikawa Air Base, located on the Kanto Plain 22 miles west of Tokyo and in sight of scenic Mt. Fuji, is the focal point for Air America's operations throughout Japan and South Korea. From Tachikawa, missions are flown to United States Air bases at Misawa, Chitose, and Wakkanai in Northern Japan; to Iwakuni and Itazuke in Southern Japan; and to Seoul, Osan, Kunsan, and various other bases in South Korea.

Two DC-4s and two DC-6s presently provide the airlift for the passengers and/or cargo flights which are contracted for by the Pacific Air Forces' intra-theater airlift organization — the 315th Air Division. The cargo generally consists of mail, STARS AND STRIPES, and other high priority items needed at outlying bases. In addition, the flights are sometimes designated as aeromedical evacuation flights and personnel who cannot obtain the necessary specialized treatment at their own bases are flown to Tachikawa where facilities are excellent. Over the years our close relationship with the Division has led to the affectionate feeling among Air Force personnel that Air America is an integral part of the 315th.

One aspect of the AAM operation at Tachikawa — which is unique within the Company — is the use of male and female flight attendants on passenger flights. It has been shown that these scheduled passenger flights are enhanced by the young men and young ladies who provide both the comforts and atmosphere of commercial air travel to the families and men on our flights.

Air America's facilities at Tachikawa are located on the base itself and are readily accessible to both Passenger and Air Freight Terminals. Aircraft parking and ramp areas for maintenance are located near the north end of the runway where a hangar has been made available to AAM's Maintenance Department. The Traffic, Operations, Flying, Communications, Security, Accounting, Payroll, Supply, Technical Services, and General Manager's offices are located in nearby ranch-style office buildings.

Air America employees here are exposed daily to all aspects of a thriving, urban society with its masses of people, cars, and modern technology; yet, many of the older Japanese customs and ancient shrines are also much in evidence.



Air America Traffic and Operations offices at Tachikawa.



Two AAM DC-6s and a DC-4 on ramp at Tachikawa prior to morning departure.



Maintenance crews swarm over an AAM DC-4 during a service.



Maintenance personnel servicing an AAM DC-4 engine.



Military personnel and dependents deplaning from an Air America DC-4 at Misawa Air Base, Japan.



Loading suitcases into the DC-4's belly compartment at Misawa prior to take-off.



R.E. "Doc" Lewis (at right), General Manager/Japan, talks with D.E. Hackett, Assistant Traffic Manager, Training, and unidentified flight attendant.



Miss Higaki (at right), Assistant Chief Flight Attendant, and Miss Miyazaki, Flight Attendant, pose in front of a DC-6.



Miss Yoshiko Kondo, Clerk I, Supply/TAW.



Aerial view of civilian airline aircraft parking area at Tachikawa. Maintenance hangar of top center and Air America offices at center left.



Mr. R. E. Lewis, General Manager/Japan in his office at TAW.



FOUR AIR AMERICA HUMP PILOTS — A PRETTY GIRL — (AND A DOG)

Here are four Air America Hump (World War II China-Burmo-India theater) pilots — plus a pretty Lao girl (and a dog). They are standing on AAM's ramp at Wattay Airport, Vientiane, Laos. The Air America C-46 Curtiss Commando, running up behind the group, was the famed Hump workhorse — along with other aircraft such as the C-47 and C-87. Those in the group above (left to right) are: Frank L. Dunn, former Base Manager; R.E. Van Husen, Operations Specialist; Damdouane Thammavong, Receptionist; F.F. Walker, Captain — Manager Flying Department, Laos; A.D. Wilson, Captain — C-46. (Captain Wilson's dachshund is named "Bubbles"; she appears to be disturbed by the two R-2800s roaring behind her.) Among other Hump pilots on Air America's Vientiane roster are: Bart Brigida, Manager-ATOG; W. O. Roberts, Administrative Assistant to the Manager-Flying Department; Jim Russell, Captain — DHC-4A; Howard Boyles, Captain — DHC-4A.

VIETNAM REPORT

DA NANG NEWS



An Air America PC-6C turbo-prop Pilatus Porter bound for Da Nang, South Vietnam. Photo was taken from an AAM chopper a few miles south of Da Nang (which also carries the old French name of Tourane).

NHA TRANG NEWS



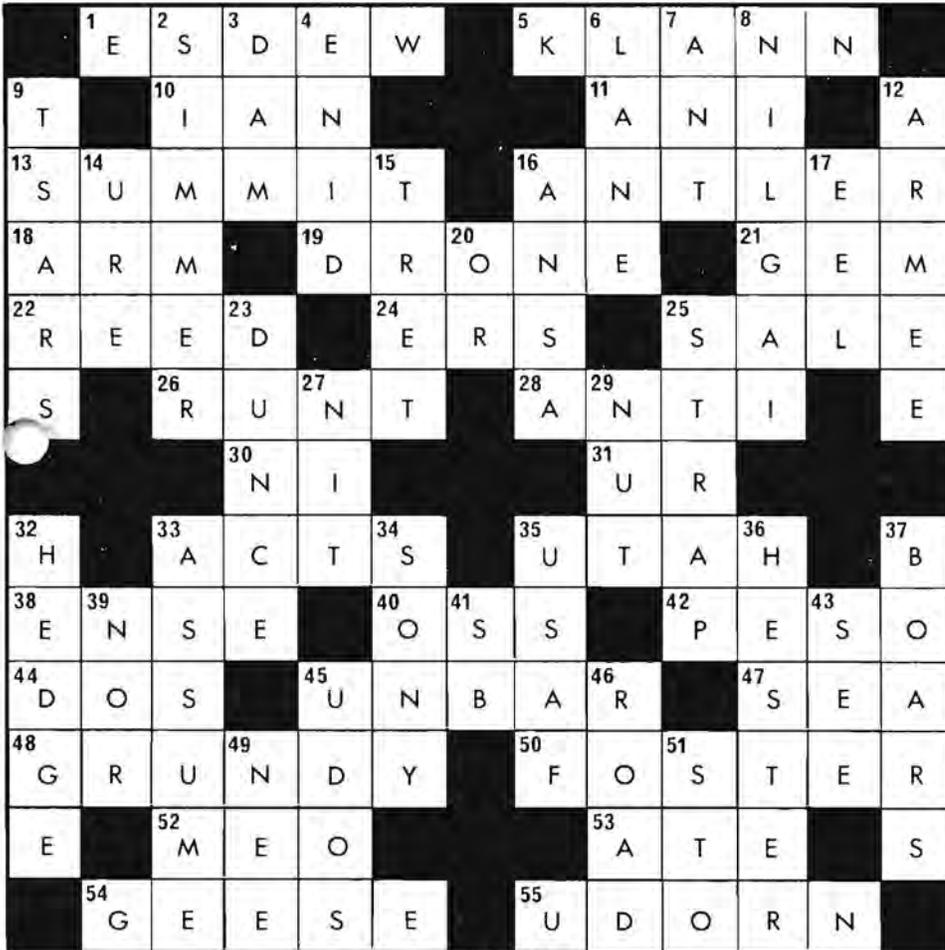
An ao dai-clad Vietnamese girl about to enter Air America's Operations Building at Nha Trang. Wing tip of a parked Helio Courier can be seen at upper left. Helios are used extensively in S. Vietnam.

"YOU CANNOT FLY WITHOUT SUPPLY"



UDORN

Here is the answer to the AIR AMERICA LOG crossword puzzle which appeared in last month's issue. We hope you crossword fans will agree with us that Mr. Poblete's puzzle was well thought out. And we again request that you — the readers — let us know if you would like more Air America crossword puzzles to appear in future issues of the LOG — ED.



* * * * *



Udorn Cub Scouts with Mr. E. S. Dew, Base Manager, AAM/UDN (center), and Mr. Fred Galera of AAM Supply UDN, who is Assistant Cubmaster (far left), at a recent Pack Meeting.



CHIANG MAI

CHIANG MAI STN KEEPS IT COOL

As part of its Exterior Improvement Program at Chiang Mai, Air America added a roof extension to the passenger waiting area of its Traffic Building, which approximately doubles its covered area. The added shelter also shades the main portion



New, sheltered roof extension added to Chiang Mai's Traffic Building. View was taken from aircraft parking ramp.

of the building from the afternoon sun to keep the temperature of the building as cool as possible. This is important in Chiang Mai where maximum temperatures can hover around the 100°F. mark during summer months.



KADENA

KADENA KALEIDOSCOPE

Air America is erecting a new building at its Kadena, Okinawa Base. The all-reinforced concrete structure is being built by Westpac, Incorporated, who use time-saving, demountable steel tube scaffolding to support the upper floor of the building as the concrete is poured.

The building's ground breaking ceremony, duly attended by a Shinto priest, took place last February; it will be completed shortly.



This kaleidoscopic pattern is formed by rows of demountable steel scaffolding being used to erect AAM's new building at Kadena, Okinawa.

T-BIRD CHASES BIG BIRD



A tiny-appearing T-33 jet is used as a chase (observer) airplane for test flights of the U.S. Air Force/Lockheed C-5 Galaxy, world's largest winged vehicle. Theoretically, the little plane could steal a ride by landing on the tall T-tail of the giant aircraft. Wing span of the T-33 is 37 feet, while the C-5's horizontal stabilizer measures 69 feet. The Galaxy is 246 feet long and has a 25-foot long test boom projecting from its nose. The T-33 is only 37 feet long. Known by airmen as the "T-Bird", the two-place jet is still widely used throughout the world though it was made in the decade 1948-58.

Photo courtesy of: LOCKHEED-GEORGIA COMPANY (A Division of Lockheed Aircraft Corporation)

AIR AMERICA LOG

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SNAFU SECTION

The gem printed below was sent to us by an anonymous contributor to whom we say: "thanks a million ... let's have lots more!" — ED.

FIRST AEROPLANE FLIGHT MANUAL

1. The aeronaut should seat himself in the apparatus and secure himself firmly to the chair by means of the strap provided. For the attendant crying "Contact" the aeronaut should close switch which supplies electrical current to the motor, thus enabling the attendant to set the same in motion.
2. Opening the control valve of the motor, the aeronaut should at the same time firmly grasp the vertical stick, or control pole, which is to be found directly before the chair. The power from the motor will cause the device to roll gently forward and the aeronaut should govern its direction of motion by use of the rudder bars.
3. When the mechanism is facing into the wind, the aeronaut should open the control valve of the motor to its fullest extent, at the same time pulling the control pole gently toward his middle anatomy.
4. When sufficient speed has been attained the device will leave the ground and assume the position of aeronautical climb or ascent.
5. Should the aeronaut decide to re to terra firma, he should close the control valve of the motor. This will cause the apparatus to assume what is known as the "gliding position", except in the case of those flying machines which are inherently unstable. These will assume the position known as "involuntary spin" and will return to earth without further action on the part of the aeronaut.
6. On approaching closely to the chosen field or terrain, the aeronaut should move the control pole gently toward himself, thus causing the mechanism to alight more or less gently on terra firma . . . the more firma, the less terra.



AIR HISTORY (Item 5)

January 9, 1793. The first air voyage in the United States was made by a Frenchman, Jean-Pierre Blanchard, who took off from Philadelphia, Penna. and landed 46 minutes later in Gloucester County, New Jersey.

AIR AMERICA SAFETY MEMO

A SAFXTY MXSSAGX

Courtesy: Safety Division

The following safety message was copied from a United Air Lines Bulletin; it is confusing — but amusing. And it certainly spells out a message. —ED.

"Xvxn though my typxwritxr is an old modxl, it works quitx wxll xxcxpt for onx of thx kxys, as you can sxx.

"I havx wishxd many timxs that it would work pxrfxctly. Thxrx arx forty thrxx kxys that function wxll nxough, but just onx kxy not working makxs thx dif-fxrncx. Somxtimxs it sxxms to mx that our safxty program is likx my typxwritxr . . . not all thx pxoplx arx working safxly. You may say to yoursxlx, 'I am only onx pxr-

son, and I won't makx or brxak a safxty program.' Howxvvr, it doxs makx a dif-fxrncx bxcausx safxty, to bx xffxctivx, nxxds thx coopxration of vxxy pxrson rx-latxd to thx program.

"So thx nxxt timx you think you arx thx only pxrson and your xfforts arx not nxxdxd, rxmxxbxx my typxwritxr and say to yoursxlx, 'I'm a kxy pxrson in our safxty program and I am nxxdxd vxry much!' Thx Company must dxxpnd upon you to do your sharx if thx numbxx of accidxnts is to bx rxdxudxd. Aftxr all, you arx thx onxs who gxt hurt!

"In spitx of our xfforts to datx this yxar, we havx not substantially improvxd our accidxnt ratx. NOW is thx timx for you to takx POSITIVX action."