

DATE	FLIGHT		AIRCRAFT FLOWN					GROSS TIME					SOLID TIME			REMARKS (UNRECORDED BY COMPANY LOG, FD FORM "UNRECORDED" ACCEPT)	
	CLASS	ID	MAKE OF AIRCRAFT	TYPE	REGISTRATION OR SERIAL NO.	MAKE OF ENGINE	H.P. OR THROAT	AS PLANNED	ACTUAL	AS PLANNED	ACTUAL	AS PLANNED	ACTUAL	INSTRUMENT	DAY		NIGHT
							TOTAL										
							NET FLOWN										
							GRAND TOTAL										

AIR AMERICA LOG

VOL. II NO. 6

KADENA, OKINAWA

1968

MESSAGE FROM MANAGEMENT

Merry Christmas and Happy New Year

11月 25 日 12月 1日

နှစ်ဝိတုနှင့် နှစ်သစ်ကူး

クリスマスと新年おめでとう

"Kính Mừng Lễ Giáng Sinh và Năm Mới"

축성환
신년

MALIQÁYANG PASKO' AT MASAGÁNANG BĀGONG

เมอวี่วี่คี่ดมาด - ๑๑/๒๕/๖๘

新 聖
禱 恭 誕 敬
賀 祝

NEW BM, MFD AT VTE

The base management at VTE changed hands on October 10 when James A. Cunningham, Jr. succeeded Frank L. Dunn. Although a stranger to VTE, Jim Cunningham is not unfamiliar with the Company. In addition to working for the Managing Director in Washington, he has also worked for the President for several months at the Field Executive Offices. Prior to 1966, Cunningham was for eleven years a senior project management consultant with the Air Force in Washington, working with advanced Research and Development programs and systems integration, in the States and overseas.



James A. Cunningham, Jr.

Jim, who is a native of Chicago, Ill., graduated from Brown University, Providence, R.I., class of 1941, a distinction he shares with the present United States Ambassador to Laos, William H. Sullivan. In World War II, he was a bomber pilot in the Pacific with the Marine Corps. He remained in the Active Reserve for the next four years in New England, where he returned to his alma mater to combine teaching and university administration. The onset of the Korean War brought him to Washington for nearly five years as a Government personnel officer.

Jim, who is 49, has a married son (who has made him a grandfather) and a second son in Brent School in Baguio. He also has a daughter in high school in Maryland, who is with his wife Winifred, an ex-Navy nurse and graduate of Pembroke College in Brown University.

Captain Ed Ulrich has been transferred from our Bangkok Base to assume the duties of Manager-Flying Department at Vientiane.

Ed is eminently qualified for his new position. He started his flying career in 1942 in the U.S. Army Air Corps which he left in 1946 as a flying instructor; he was a 1st. Lieutenant.

After a brief stint in the automobile business, Ed returned to aviation as Director, Aviation Section, New Guinea, for the Christian and Missionary Alliance. He moved to New Guinea where his duties included opening new areas within the interior of the country, making surveys and building air strips (12).



Captain Ed Ulrich

In 1956, Ed joined KLM Royal Dutch Airlines in New Guinea as a senior check ride pilot. In this capacity, he flew regular routes and check rode other captains in DC-3s and Twin Pioneers.

Ed returned to the U.S. in 1958 where he was pilot/representative for a construction company in his native state of Pennsylvania. He left that job to join Air America as Senior First Officer, in 1962.

Since coming with the Company, Ed has moved steadily forward to the position of MFD.

Ed's wife, Elaine and daughters, Lynne, Laurie and Leslie, will soon move from BKK to join him in VTE.

* * * * *

Jack Barnhisel's PCS from SZ/CNX to ABM/VTE was carried in Air America LOG Vol. II No. 4.

* * * * *

Here is a factual report of Air America Fire Brigade's response to a United States Air Force request for assistance when an attack was made against the Royal Thai Air Force Base at Udorn, Thailand during the night of July 26. Air America's efficient Fire Brigade at Udorn is headed by Fire Chief R. B. Malicsi (see AAM LOG VOL. II No. 1, pp. 6-7). — ED.



AIR AMERICA UDORN LENDS USAF A HAND

GENERAL

"Date and time of incident: 26 July, 1968; 2230L.
 "Weather: Clear, star-lit sky.
 "Aircraft: USAF C-141, parked, fire.
 "Wind direction: 180".
 "Wind velocity: 3 K.
 "Temperature: 27°C.
 "First method of alarm used: Emergency intercom.
 "Time alarm received: 2230L.
 "Time equipment arrived: 2232L.
 "Equipment used: MB-5 fire truck.
 "Personnel manning equipment: 4 civilians.
 "Quantity extinguishing agent used: 15 gal. foam, 200 gal. water."

DESCRIPTION

"At 2230L on 26 July, 1968 Air America Fireman Domingo received an alarm call via the crash phone that a USAF C-141 was on fire alongside of taxiway 4. AAM Fire Brigade Truck No. 1 with Fireman Leader David, Fireman Driver-Operator Beltran, and Firemen Domingo and Rotuk responded.

"Upon arrival at the scene, fire was in progress. USAF Fire Department personnel and equipment were combatting the fire. Rapid sounds of gunfire and whizzing of bullets were heard within the area of the incident. The Air America fire truck was spotted in front of the aircraft's No. 3 engine, which was on fire. The fire truck's pump was placed in operation and its turret was directed on the fire. On account of small arms ground fire within the area of the incident, the aircraft fire was fought with caution and in a crouching position by the firemen.

"When the fire subsided, the booster line was laid and used to extinguish the remaining blaze. Approximately 15 gallons of foam concentrate and 200 gallons of water were used.

"Investigation revealed that the probable cause of the fire was due to small arms fire which caused bullets to hit a fuel tank of the aircraft, setting it on fire.

"Truck No. 1 and its crew were back at the AAM Fire Station at 2259L."



Air America fire truck #1 — the vehicle which participated in the action described above — in front of UDN's Fire Station. The vehicle's nomenclature is: MB-5 Low Pressure, Crash and Rescue Truck. The unit has a water tank capacity of 400 gals. and a foam tank capacity of 25 gallons. The turret nozzle can discharge 3,000 gallons of finished foam per minute; straight stream range is 180 ft., fog stream range is 40 ft., with a pump pressure of 14-16 psi. The handline nozzle can discharge 240 gallons of foam a minute; straight stream range is 50 ft., fog stream range is 20 ft. with a pump pressure of 175 psi.

The MB-5 truck was designed by the U.S. Naval Research Laboratory 12 years ago. The vehicle has been modified twice. The principal advantage of this truck over other crash fire trucks is the foam-maker pump system which mixes water, foam and air having a 12 to 1 expansion ratio. For example: 235 gallons of water, 15 gallons of foam and 2,700 cubic feet of air — when mixed — expand to 3,000 gallons of finished foam.

The five Air America Fire Brigade personnel shown in the photo above are (left to right): seated on top of the truck — Chinese Fireman 1/c Hsin Hwa Wang; seated in cab wearing white uniform — Filipino Fireman Leader Jose P. David; manning the turret Filipino Fireman Godofredo L. Domingo; at the driver's seat — Filipino Driver Cornelio A. Beltran; in front of truck, manning the hand nozzle — Thai Fireman Niyom Rotuk.

COMMENDATION

Mr. Roberto C. Mallari, a Filipino sheet metal mechanic at our Udorn Base, distinguished himself by his selfless display of bravery in successfully combatting a serious fire of a Southeast Asia site. When asked about the incident, he stated simply: "I see people trying to turn off fire, so I help." We are proud to re-print his well-earned letter of commendation below — ED.



Mr. Roberto C. Mallari, sheet metal mechanic/UDN.

FROM: 20 Special Operations Squadron (OLC)
 APO San Francisco 96237
 1, August 1968
 SUBJECT: Letter of Commendation
 To: Base Manager, Air America
 Udorn RTAFB, Thailand

1. On 29 July 1968, while members of this organization were refueling a Pony Express CH-3 helicopter at a site in Southeast Asia, the refueling pump began leaking and spurting raw fuel on to the refueling pump engine. A fire broke out and spread rapidly to the surrounding area. Efforts of the Pony Express crews to control and extinguish the fire were only partially successful. In attempting to drag the refueling pump away from the aircraft, an open barrel of fuel was overturned and a seemingly uncontrollable fire resulted. At this point all of the extinguisher agent from our two aircraft at the scene had been expelled. One of your Bell 205 helicopters was also parked in the refue area. Mr. Roberto C. Mallari, the maintenance assistant on the 205 aircraft, recognized the seriousness of the situation and grabbed a large CO₂ extinguisher and rushed to the fire. With expert application and a positive sense of what was required and what to do, Mr. Mallari was able to control the fire and finally extinguish it. His efforts undoubtedly saved our CH-3 helicopter. As it turned out, the total damage to the aircraft was that one of the Main Rotor Blades was burnt and the heat of the fire blistered the paint along one side of the fuselage.

2. I would like to extend my most sincere appreciation to Mr. Mallari and commend him for his outstanding efforts. I have no doubt that our aircraft would have been destroyed if Mr. Mallari had not been on the scene and taken the action he did. On behalf of the 20 Special Operations Squadron and the United States Air Force, please pass on to Mr. Mallari our most sincere gratitude and appreciation. His actions were very impressive.



SGN'S NEW CAFETERIA

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

A new, well equipped and badly needed cafeteria was recently opened at our Saigon Base.

The new facility includes a cheerful dining room whose walls are decorated with colorful posters. The dining area measures approximately 25 x 40 feet and has a seating capacity of 80. All dining room furniture was made locally.

A serving counter is located at one end of the room next to a pass-through area which opens on to the kitchen.

The cafeteria, which is a Vietnamese concession, serves both hot dishes and sandwiches; dishes are prepared to please the palates of Vietnamese, Chinese, Filipino and American employees. An average menu will include one specialty of the day—a full three-course hot meal costing about \$1.20—plus some seven other dishes to suit the tastes of both indigenous and TCN employees.

The facility furnishes food on a round-the-clock basis, seven days a week; it is closed only long enough to give it a thorough, daily cleaning. The facility is open to all Air America personnel, regardless of position, during their authorized lunch and break periods.

The cafeteria's immaculate kitchen is fully equipped with modern appliances which include: a deep fryer, griddle, range, large rice cooker, deep freeze, ample refrigerator, beverage cooler, stainless multiple sink and twin exhaust fans. The kitchen also includes ample preparation and serving tables.

The facility has a staff of 16, including five attractively uniformed waitresses; female help is used as much as possible to avoid military draft.

The cafeteria's operation is monitored by a Cafeteria Committee consisting of ABM, MTS, AABM, PM and one AAM Clinic Doctor.

The new facility has significantly improved the morale of our SGN personnel.



Air America's recently completed cafeteria. It is conveniently located right on base.



General view of the cafeteria's light and cheerful dining room which measures approximately 25 x 40 feet.



The new cafeteria's spic-and-span kitchen includes, (l. to r.): deep fryer, griddle, range and rice cooker.

and deserving of the highest praise and commendation.

3. Mr. Mallari's actions are typical of the fine support and assistance that Air America has given the 20 Special Operations Squadron (Pony Express) in the past. Our thanks and appreciation are extended to you and the men in your organization.

Shirrel G. Martin

SHIRREL G. MARTIN, Lt. Colonel, USAF
Operating Location Commander



STOL LANDING IN LAOS



FLY-BY

An AAM Pilatus Porter flies by a STOL strip in Laos. Strip is less than 1,000 ft. long, about 45-50 ft. wide, over 4,000 ft. in altitude and has a pronounced uphill gradient.



FINAL APPROACH

On final approach, pilot lines up his aircraft with strip.



ROLL-OUT

Pilatus Porter rolls out (and up) strip.

"NAME THE CHALLENGE—WE CAN MEET IT"

"PROFESSIONALISM THROUGHOUT"



The Philippine School of Laos which was recently opened in Vientiane. Housed in a former U.S. Marine Hostel, the school currently has six teachers, all Filipino women, and 49 students.



AAM HELPS OPEN FILIPINO SCHOOL

The first Filipino school in Laos was opened recently in Vientiane with Air America help. We contributed considerable moral support to the establishment of the school plus four badly needed ceiling fans costing about \$100.00.

Air America is deeply involved in the school; of the 45 students enrolled, over one third (19) are AAM dependents. Because the new school's yearly (10 months) tuition is \$300.00 versus \$600.00 for the Vientiane International American School, significant savings result for both Company and parents: each save \$150.00 a year per student.

The school was organized under the auspices of the Philippine Government and came into being as a result of the efforts of the Lao-Filipino Association. The school is not subsidized by the Philippine Govern-

ment, but the Cultural Affairs Division of the Foreign Affairs Department supplies books free of charge.

The curriculum at the Philippine School of Laos — as the Vientiane institution is called — is the same as that in Filipino schools for kindergarten and grades one through six.

The school has six classrooms with an average of eight students per class. The teaching staff is made up of six Filipino women teachers — all are graduates of Filipino educational schools. The staff is headed up by Mrs. Remedios Badua, headmistress and her able assistant, Mrs. Teresa Toledo.

The curriculum includes: reading, phonetics, spelling, arithmetic, health science, home economics, arts and music, and physical education. A Lao teacher will be hired to teach the children Laotian.

Bus service is provided.

Plans are underway to create a Technical Section for Lao nationals. Women will be given courses in stenography and men training in mechanics.

An idea is afoot to accept as boarders children from our base at Udorn, Thailand — where schooling is a perennial problem; however, boarding facilities first have to be built.



Headmistress Mrs. Remedios Badua (right) and school teacher Mrs. Teresa Toledo (left) stand in the entrance to the Philippine School of Laos. They are both obviously pleased with their new jobs.



THE SECOND HAT OF MR. PHASOOK

When Mr. Phasook Limpabandhu joined Air America in August 1967, he held the title of Liaison Representative. At first, Base Manager Dave Hickler assigned him to work with SOM Marion Wright in the Operations Department. Although he had never done any operations work before, Mr. Phasook learned quickly under the able guidance of Mr. Wright.

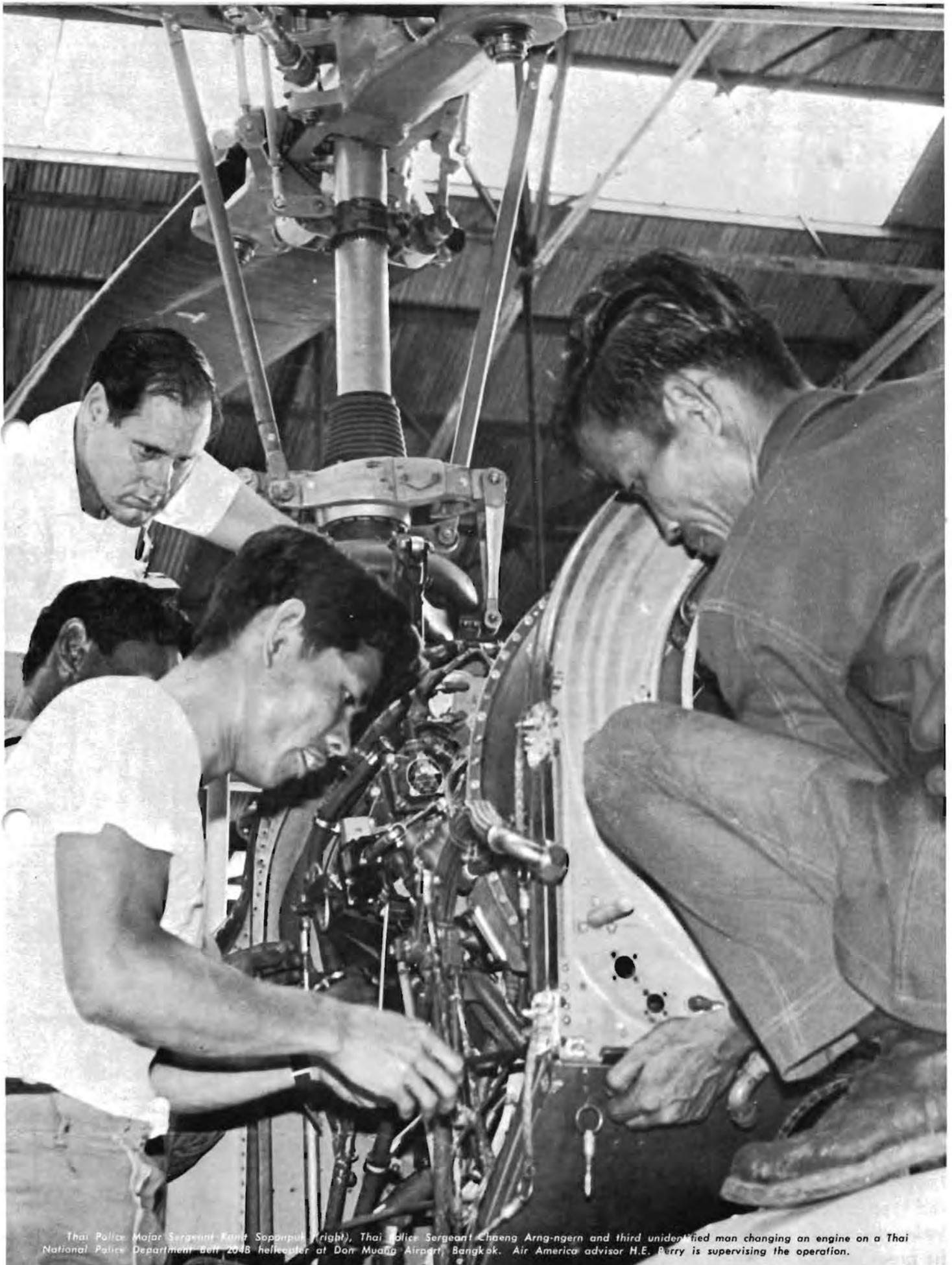


Mr. Phasook soon became very helpful in coordinating closely between Air America and the Thai Civil Aeronautics Administration to obtain clearances for Company aircraft. He was also very effective in working with local officials in solving problems ranging from routine hang-ups — such as aircraft parking problems — to some Brobdingnagian back breakers.

In May of this year, BM/BKK offered Mr. Phasook a second hat: Acting Traffic Manager; this duty was proffered in addition to his Liaison Representative activities. Mr. Phasook gladly accepted his broadened responsibilities and promptly adopted the policy of "the customer is always right".

Mr. Phasook initiated a system of shifting the working hours of all Traffic agents under his supervision so that each man rotates through both the day and night shifts. This allows each agent to learn all phases of Traffic Department activity so that any man can perform any task required to give the department the greatest possible flexibility and efficiency. According to ABM Ed Ulrich, Mr. Phasook "continues to offer the best of his services and is very helpful in getting some really thorny problems ironed out." In recognition of his fine performance, he was recently promoted to Traffic Manager.

Mr. Phasook is ably assisted in his TM function by Mr. Sarith Laisatrukklai, Senior Traffic Representative, and in his Liaison Representative function by Mr. Vilert Sangaumwong, Chief — Crew Scheduling Section, Flying Division.



Thai Police Major Sergeant Kamit Sopanpu (right), Thai Police Sergeant Chaeng Arng-ngern and third unidentified man changing an engine on a Thai National Police Department Bell 204B helicopter at Don Muang Airport, Bangkok. Air America advisor H.E. Perry is supervising the operation.

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

TREMENDOUS TWOSOME



First Air Force C-5 transport takes to the air for its ninth flight as the No. 2 Galaxy completes taxi run leading to its aerial debut at Lockheed-Georgia Company, Marietta, Ga. Six more of these mammoth jet airlifters will join these two C-5s in a flight test program that continues into 1970. Largest airplane ever built, the C-5 rolled out March 2 and made its first flight June 30. Nearly 250 feet long, spanning 223 feet wingtip to wingtip, and 65 feet high over the tail, the Galaxy will carry 220,000 pounds of military cargo or strategic supplies 3,105 miles. The commercial derivative of the C-5, the Lockheed 500, will, in turn, become the largest aircraft in the world being somewhat larger in external dimensions and carrying a 300,000-pound payload. (Photo courtesy of — LOCKHEED-GEORGIA COMPANY, a Division of Lockheed Aircraft Corp.)

AIR AMERICA LOG

Editor

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SNAFU SECTION

Sign near a computer at Atomic Energy Commission facility, Los Alamos, New Mexico.

ACHTUNG!

Alles Lookenspeepers

Das computenmaschine is nicht fur gefingerspoken und mittengrabben. Is easy schnappen der springenwerk, blowenfusen, und poppencorken mit spitzensparken. nicht fur gewerken by das dummkopfen.

Das rubbernecken sightseeren keepen hands in das pockets — relaxen und watch das blinkenlights.



PLUMBING & PHILOSOPHY

"An excellent plumber is infinitely more admirable than an incompetent philosopher. The society which scorns excellence in plumbing because plumbing is a humble activity, and tolerates shoddiness in philosophy because philosophy is an exalted activity, will have neither good plumbing nor good philosophy. Neither its pipes nor its theories will hold water."

J. W. Gardner, President, Carnegie Steel Corp.

AIR HISTORY (Item 6)

October 22, 1797. The first human descent in a parachute was made by a Frenchman, Audre Jacques Garerin. He released himself from a balloon with which he had risen to 3,000 feet over the parc Monceau, near Paris.

AIR AMERICA SAFETY MEMO

BE HAPPY—LIVE SAFELY—FOLLOW THE RULES

Courtesy: Safety Division

IF EVERY ONE

If every one who drives a car would lie a month in bed,
With broken bones and stitched up wounds or fractures of the head,
And there endured the agonies that many people do,
They'd forever hammer safety into me and you.

If everyone could stand beside the bed of some close friend,
And hear the doctor say "No hope," before the fatal end,
And see him then unconscious, never knowing what took place,
The laws and rules of traffic I am sure we'd soon embrace.

If every one could meet the wife and children left behind,
And step into the darkened home where once the sunlight shined,
And look upon "The Vacant Chair" where Davy used to sit,
I'm sure each reckless driver would be forced to think a bit.

If every one who takes the wheel would say a little prayer,
And keep in mind those in the car depending on his care,
And make a vow, and pledge himself to never take a chance,
The great crusade for safety then would suddenly advance.