AIR AMERICA LOG

VOL III, No. 3 KADENA, OKINAWA 1969

MESSAGE FROM MANAGEMENT

FLT OPS TRNG DIV STRIDES FORWARD

By: James C. Thursby D/FOTD

Air America's Flight Operations Training Division is marching forward in providing more modern and consolidated facilities for its students and staff in Southeast Asia. The Division is also expanding its capabilities for instrument flight training in the area.

For example, at Vientiane, Laos, the Flight Operations Training Department—along with the Technical Training Department—will soon moved into spanking new, air-conditioned class room and training facilities on the second floor of the recently completed Technical Services Building located at AAM's Base at Wattay Airport. By so doing, the Company will consolidate the training activities of both the Flight Operations Training Department and the Technical Training Department which heretofore had been conducted at three different locations in Vientiane. This consolidation will result in a substantial increase in the Company's operational efficiency and a corresponding decrease in its expenditures.

The Flight Operations Training Division will also soon install at Vientiane a synthetic instrument training facility in the form of a C-8 Link Trainer equipped with the latest in navigational aids.

Vientiane is the Flight Operations Training Center for all Air America Flight Operation Training activities throughout Southeast Asia. Division instructors, based at Vientiane, travel to all Air America bases in the area to conduct initial and recurrent training at facilities at Bangkok, Udorn and Saigon.

In a move to further increase its instrument flight training facilities in Southeast Asia, the Division recently installed a C-8 Link Trainer—identical to the one to be used at Vientiane—on the ground floor of the former Administration Building at Air America's Base at Tan Son Nhut Airport, Saigon. Both Link Trainers will be operated by full-time instructors—two at Vientiane and two at Saigon.

Plans are now being considered at Air America's Base at Tachikawa, Japan, to move Flight Operations Training from its present location to modernized facilities nearer the flight line.

AAM UDORN CHOPPER HITS 10,000 HOURS!

Captain Wayne H. Gentry, AAM/UDN, being congratulated by Acting Base Manager D. H. "Dave" Hickler (r.) for piloting AAM Sikorsky UH-34 No. H-15 post the 10,000 hour mark, shattering all known total-flying-time records for this type and model chopper, according to the manufacturer. M L. Centeno (l.) was the Flight Mechanic on H-15's epochal flight. Mr. Hickler was temporarily replacing Captain C. J. Abadie, Jr., a long-time UH-34 pilot, when H-15 hit 10,000 hours.

STOP PRESS:

The first Sikorsky Model UH-34 helicopter anywhere in the world to reach 10,000 hours of flying time is Air America's Udorn-based H-15 MSN 581497, according to the manufacturer. On May 29, total hours logged by this chopper reached 10,009:58. PIC was Captain Wayne H. Gentry; Flight Mechanic was M. L. Centeno when H-15 broke the 10,000 hour mark. Sikorsky Aircraft is making up plaques to commemorate the momentous occasion.

Details will be carried in center spread of LOG VOL III, No. 4. — ED.

"AIR AMERICA'S MOTTO: 'ANYTHING, ANYTIME, ANYWHERE—PROFESSIONALLY'"

SAIGON FLIGHT OPERATIONS

An AAM Bell 204B takes off past our hangar at Tan Son Nhut Airport.

SAIGON ADMINISTRATION

AABM Dick McGrath stands by sand bag revetments put up at our SGN Base during 1968 Tet offensive.

SAIGON TRAFFIC

Two SGN Traffic lovelies: Miss Nguyen Thi Thanh (r), and Miss Vuong Thi Phuong (l).

COMMENDATION

SATURN AIRWAYS, INC.

Mr. Charles Chambers
Air America, Inc.
c/o Main Post Office
APO San Francisco, 96274 April 7, 1969

Dear Mr. Chambers:

Saturn's entire management team has been evaluating our company's 'on time performance'. The contribution which your organization at Clark AFB and Cubi Point NAS, Philippines has made to this end has been excellent. Our flight crews have experien cooperation and assistance from your em ployees enabling them to cut ground times at your stations. For this I thank you and commend you for a job well done...

My sincere thanks.

Yours very truly,

Harvey P. Barnard, Jr.
Vice President and General Manager

LOCKHEED LABEL: TRISTAR

Lockheed-California Company has selected "TriStar" as the official name of its new L-1011 wide-body three-jet transport which will have a capacity of approximately 300 passengers and will be powered by Rolls Royce RB.211 advanced technology turbofan jet engines. The Company thus keeps int the tradition of naming its aircraft a celestial bodies ever since the Vega, one of the first high-wing monoplanes embodying a cantilever wing, took to the skies way back in 1927. Remember these other Lockheed monikers: Sirius, Orion, Electra, Lodestar, Constellation? And now: Hercules, Galaxy.

ALOUETTE ALTITUDE RECORD

A French-built Alouette 11 helicopter recently set a new world altitude landing record when the chopper landed twice on the glacier of Karakorum (in North Kashmir) at a pressure altitude of 22,500 ft. where the ambient temperature was −12° C. At the time of the landings, the machine weighed some 3,040 lbs., which included approximately 170 liters (about 45 gallons) of fuel in its tanks — enough for more than one hour and twenty minutes of flight, according to the manufacturer, Sud Aviation. The flights were made by the Indian Air Force and the Indian Army.

AIR AMERICA LOG ★ MỸ QUỐC HÃNG KHÔNG

THAI POLICE CHOPPER PILOT IN KAWASAKI

Thai Police Aviation Division Lieutenant Sumrarn chiatphong, helicopter pilot, prepares to take off a Kawasaki KH-4 chopper.

The Japanese-built, four-place machine was developed by Kawasaki from the three-seat Bell Model 47G-3B chopper. The general-purpose helicopter is powered by a Lycoming TVO-435-B1A six-cylinder, air-cooled engine which develops 270 hp. The KH-4's main rotor has a diameter of 37' 1-1/2"; its maximum take-off weight is 2,850 lbs.; its cruising speed is 85 mph. The machine has a maximum range of 250 miles.

The Kawasaki KH-4 helicopter is one of several different types of rotary- and fixed-wing aircraft operated by the Thai Police Aviation Division for which Air America advisors provide assistance on all supply and maintenance matters.

* * * * * *

SAFETY THROUGH PRE-PLANNIMG

by: T. J. Karman, S/TPC BKK

Safety is achieved, not by luck, but by planning. Unfortunately too many safety measures are initiated through the application of hindsight rather than foresignt. The concept underlying an effective safety program should be the positive philosophy of accident prevention by preconceived measures, rather than the passive philosophy of waiting for an accident to dictate preventive measures.

VIENTIANE OPERATIONS

Attractive Miss Connie Comin, Filipina Clerk 1 in Vientiane's Operations Department. Miss Comin, who has been with Air America almost three years, is a native of the town of Isabella, on the island of Luzon.

VIENTIANE CLINIC

Pretty Miss Boonnong Ganechanar, Thai staff nurse, and Mr. Deogracias P. Caro, Filipino laboratory technician, pose for AAM LOG photographer in Air America's clinic located at the Company's Administration Building, Wattay Airport, Vientiane, Laos.

VIENTIANE TRAFFIC

Mr. Thawee Choompol, Thai Air Freight Dispatcher, standing near the open rear hatch of an AAM de Hovilland Coribou (also designated C-7A), flying up-country in Laos. The aircraft will soon land and he will unload a cargo of bagged rice.

UDORN'S MODEL AIRPLANE ADDICTS

1. Under the watchful eye of Mr. E. D. Huffer (M/Safety-UDN), Captain L.A. Higgins (RW) pre-flights his "Das Littlo (ugly) Stick" for another of its historic remote controlled flights.

2. Here we see the "Stick" in-flight with Captain Higgins manipulating the controls. This plane—and Captain Higgins—have completed approximately eighty flights without a major incident or accident.

3. One successful flight usually interests other fellow pilots and spectators alike. First to prepare for flight was Captain H.M. Baker (RW) with his F-11C (Goshawk). At right—full of smiles from his successful flight—is Captain Higgins and his "Stick".

4. Captain Baker pre-flighting his detailed model Goshawk; he appears to be adjusting inter-plane strut. Native youngster watches intently.

5. Captain Baker has completed his pre-flight inspection and taxis out for take-off. Wishing him well are two of the local children who are amazed at these grown-up "kids" and their toys.

6. Depicted here: the horrible grief and pain one suffers following an accident. It also shows substantial damage to the "Goshawk". Accidents like this cost many manhours in repairs and the pilot must be grounded, following an investigation to ascertain the cause.

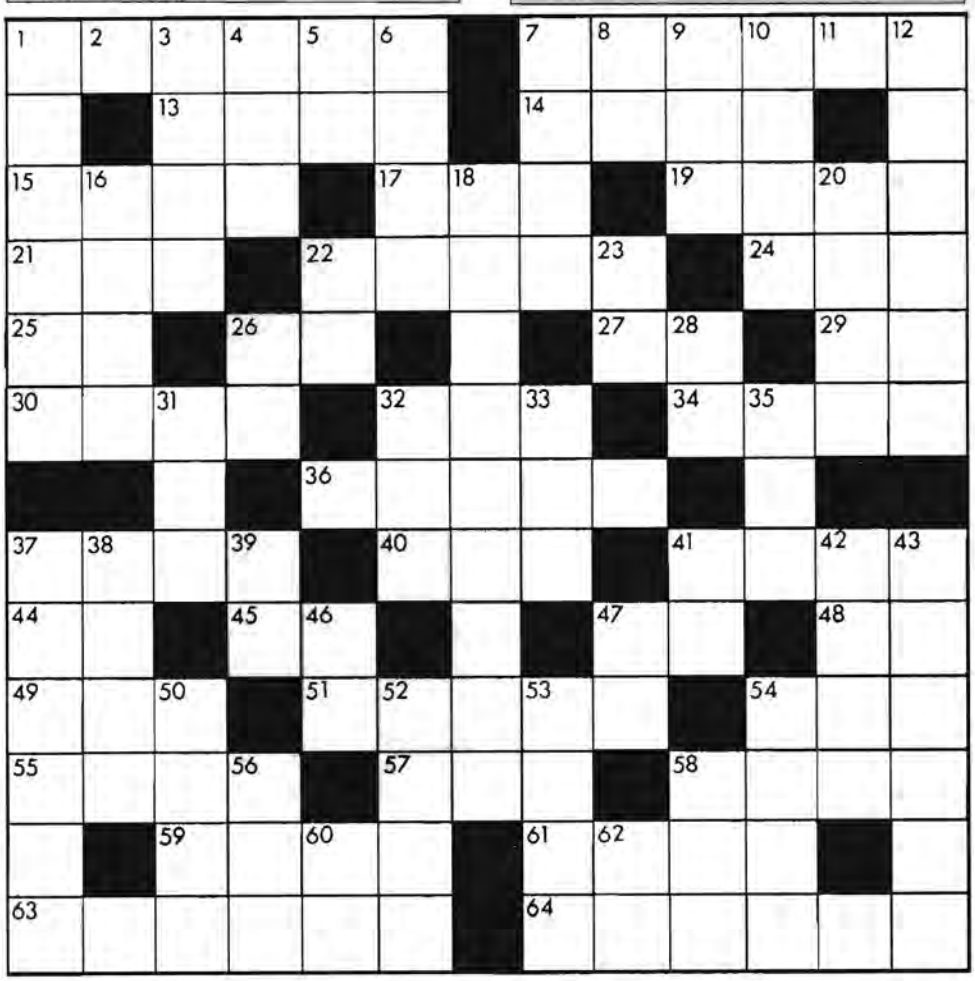
7. Seeing as how pilots are not mechanics, Captain Higgins decides to consult Mr. C.E. Brooks (Chief of Contract Services) who is rapidly approaching the scheduled output date for his "Hopeful" model. This is an originol design by Mr. Brooks and not cleared by FAA for flight.

8. Being conscientious and dedicated to his job and reputation, nothing can cause Mr. Brooks to deviate from his schedule, so Captain Higgins abandons the idea of interrupting Mr. Brooks. The "Hopeful" is finally ready for its maiden flight, when Mr. Brooks realizes he is a mechanic and not a pilot. His next problem is...

9. How do I get this darn thing up there?

AIR AMERICA LOG ★ แอร์อเมริกา

The crossword puzzle below is the second one kindly contributed by C.M. Poblete, an erudite Filipino fireman at our Udorn Base. You will notice that his choice of definitions are particularly apt. Please write and let us know if you want additional Air America-oriented cross-word puzzles to ponder over in your spare time. Answer next issue.—ED.



ACROSS

1—ABM/UDN (family name)
7—MTS/UDN (family name)
13—To mend cloth by sewing
14—A plant of the lily family
15—Manner or bearing
17—Endeavor
19—A small, secluded valley
21—A vase
22—Part of the ear (pl.)
24—Decaliter (abbrev.)
25—Decimeter (abbrev.)
26—A parent (colloq.)
27—South American sloth
29—Preposition
30—Title
32—Enchantress
34—Swerve or twist
36—Pertaining to the sun
37—Habitual drunkards
40—Former SZ/DNG (nickname)
41—Supervisor, Ramp Crew/UDN (nickname)
44—Paid advertisement
45—Elevated railway
47—Guido's low note
48—Unit of issue (abbrev.)
49—A sign of affirmation
51—Part of a church (pl.)
54—A dance
55—Loyal
57—Melody or tune
58—Strikes
59—Short distance in space and time
61—Profit
63—A trumpet call
64—A severe trial

DOWN

1—Air America, Udorn (abbrev.)
3—Arabian seaport
4—SRM/SVN (nickname)
5—Negative prefix
6—Prefix meaning within or inner
7—Variant spelling of a feminine name
8—Suffix meaning alcohol or phenol
9—SM/KAD (nickname)
10—Necessity
12—Cowardly (colloq.)
16—A feminine name
18—Fire Chief/UDN (initials & family name)
20—Tardy
22—Southern U.S. State (abbrev.)
23—A continent (abbrev.)
26—A pronoun
28—Form of the verb "be"
31—Encountered
32—A full-grown pig
33—Slang for girl
35—New Zealand mountain parrot
37—Supt. of Supply/UDN (family name)
38—Aroma
39—A direction (abbrev.)
41—Abbreviation for heat or height
42—Trim
43—Capital of Hesse-Nassau, Germany (pre-WW II)
46—Note of the scale
47—A plural pronoun
50—Former PM/VTE (family name)
52—Portion
53—Therefore
54—Evergreen tree
56—Poetic for evening
58—Concealed
60—One (scot.)
62—Land measure

OUTSTANDING PERFORMANCE

by: Reita Payne SEC. to GM-J

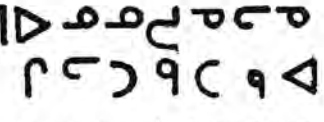
Ronald E. (Doc) Lewis, Air America's General Manager-Japan, recently received a letter from the Chief, Tokyo Flight Inspection Group of the U. S. Federal Aviation Administration, commending Mr. Renato S. Casio, AAM Flight Mechanic at Tachikawa, for outstanding performance.

Mr. Renato S. Casio, FM/TAW, standing in front of the FAA Convair T-29 to which he is assigned at Tachikawa, Japan.

Mr. Renato's commendation resu from his ability to perform very difficult maintenance on the FAA Convair T-29 to which he is assigned under extremely adverse weather conditions. Moreover, he exhibited a high degree of ingenuity and resourcefulness in improvising and adapting what tools he had to meet and beat the problem at hand. A timely completion of the difficult task confronting him was very much appreciated by all concerned.

TO THE SCHOLARLY SOULS OF AAM

Printed below is a message. Do you recognize the language it is printed in? Do you know what it says? Do you care?



If you are stumped, please turn to page 8, col. 3.

"A PLANE IS NO BETTER THAN ITS MAINTENANCE"

AIR AMERICA LOG ★ AKLAT SULATAN NG AIR AMERICA

Boeing's prototype 747 in final stages of assembly at the Company's mammoth plant in Everett, Washington.

BOEING'S BEAUTIFUL, BROBDINGNAGIAN BIRD

The Boeing Company recently flew the prototype of its huge 747 super-jet. As of early April, the aircraft had accumulated over 50 hours of very successful test flying. A significant feature of the 747 is a marked reduction in noise level as compared to today's jet transports. Pratt & Whitney Aircraft, designer and manufacturer of the 43,500 lb. thrust JT9D turbofan powerplant, developed especially for the 747, guaranteed to produce an engine which would make possible operations at reduced sound levels. Principal sound-reducing features of the JT9D include: a lower jet-exhaust velocity, which lessens the "roar" of the engine; elimination of inlet guide vanes (stationary inlet struts); and a reduction in speed of the fan at the front of the engine to minimize the "siren"-type sound so characteristic of today's turbofan engines. Moreover, sound-absorbant lining, installed in the engine cowling ahead of and behind the fan, further helps to reduce noise. Here are some general characteristics of the 747: wing span: 195 ft. 8 in.; length: 231 ft. 4 in.; tail height: 63 ft. 6 in.; fuselage width: 21 ft. 5 in.; fuel volume: 45,000-50,000 gals.; engine type: four P&W JT9D-3 or -7; engine thrust rating: 43,500, 45,000 or 47,000 lbs.; typical payload: 374 first class and economy passengers and their baggage, plus up to 40,000 lbs. freight; range with typical load: more than 5,000 statute miles.

Note: Gordon S. Williams, Manager of Boeing's Public Relations Department, has kindly sent us these — and other — pix of this exciting Brobdingnagian superjet which recently flew non-stop from Seattle to Paris to be exhibited at the Paris Air Show. — ED.

The completed Boeing 747 superjet on the ramp at Paine Field, Everett, Wash., gleaming in its fresh coat of red, white and blue paint.

AIR AMERICA LOG ★ 미국람공뢰사서루

AIR AMERICA SAFETY MEMO

SAFETY SERENADE

Courtesy: *Safety Division*

We can build a safety program, and
show that safety pays,
We can organize for safety in a
hundred different ways,
We can hang our safety posters far
and wide throughout every place,
We can quote our regulations
'til we're purple in the face,
We can hold our safety meetings
every morning in the week,
And nod in bland agreement while
the Supervisors speak.
While these things contribute greatly
to the goal we must achieve,
We'll never be completely safe
until all hands believe:
That accident prevention holds a
challenge for mankind,
That safety is an attitude, a healthy
state of mind.
It's something you can't legislate,
no matter how you try it
and though you're wealthy as a king,
you'll find you cannot buy it.
It's something you can't force upon
a mind antagonistic,
Nor can you win a doubting soul
by quoting a statistic.
But every man can use it in the
hectic daily grind
To guarantee security and give him
peace of mind.
For safety isn't just a word—
it's more a way of life;
It helps avoid the grief and woe,
the care and doubt and strife
That is the lot of some who scoff
at accident prevention
And sometimes have to settle
for a srcimpy disability pension.
A whole new way of life is yours in
safety consciousness,
And in its sphere there is no room
for chance or thoughtlessness.
So join the safety movement,
lift yourself above the throng.
As you set a good example, others
then will go along.

Author Unknown

"Junior's going to the moon? ...Isn't that cute!..."

AIR AMERICA LOG

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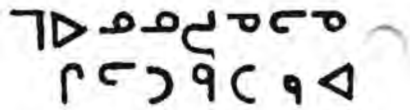
SNAFU SECTION

ANSWER:

Here is the answer to the mysterious writing on p. 6.



These are syllabic characters used by Eastern Arctic Eskimos. Literally translated, the above phrase says: "By frequent trying, it would no longer be perplexing." This is how the Eastern Arctic Eskimo would say: "Testing Yields Truth", a little slogan we used many years ago. — ED.

FINNITO LA COMEDIA

Helen Wight, the President's secretary—who has a predilection for sight-seeing around Ilha Formosa—was riding on a bus one day with a Chinese interpreter.

After a bit of a ride, a group of very blond foreigners boarded the bus. Soon they started a conversation with Helen. One of the group volunteered the information: "V Finnish". "Oh, so sorry, what happen?", asked the Chinese interpreter.

MAMMOTH MACHINE

Boeing is building its 747 superjet in a new plant at Everett, Washington, just north of Seattle. The facility includes an automatic wing panel riveting machine which is larger than a football field.

A problem well defined is half solved.

AIR HISTORY (Item 9)

24 Sept. 1852, The first flight of a navigable airship was made on this date by a Frenchman named Gifford. He flew from Paris to Trappes, a distance of approximately 17 miles. The airship was filled with coal gas and was powered by a steam engine which drove it through the air at an average speed of 4 - 5 m.p.h.

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"SAFETY IS NO ACCIDENT"