

DATE	FLIGHT		AIRCRAFT FLOWN					DUAL TIME						SOLO TIME			REMARKS OR INSPECTOR'S SIGNATURE, LICENSE NUMBER AND RATING
	FROM	TO	MAKE OF AIRCRAFT	TYPE	REGISTRATION CERTIFICATE NUMBER	MAKE OF ENGINE	H. R. OR THRUST	AS PILOT/IN COMMAND			AS CO-PILOT			AS STUDENT			
								INSTRUMENT	DAY	NIGHT	INSTRUMENT	DAY	NIGHT	INSTRUMENT	DAY	NIGHT	
							TOTAL							TOTAL FLIGHT TIME			
I CERTIFY THAT THE ENTRIES ARE TRUE AND CORRECT							Signature	AMT. FORWARD									
							GRAND TOTAL										

# AIR AMERICA LOG

VOL III, No. 4

KADENA, OKINAWA

1969

## AAM INSIGNIA FOR CANADIAN CADETS

A set of Air America pilot's wings and a cap badge are on permanent display at No. 9 Wing, Royal Canadian Air Cadets, Edmonton, Canada.

Lieutenant Colonel I. I. Campbell, Commanding Officer said in a letter to us that: "We have five Squadrons in No. 9 Wing with a total of 450 cadets. As you are probably aware, one of the chief aims of the Air Cadet movement is to promote a keen interest in

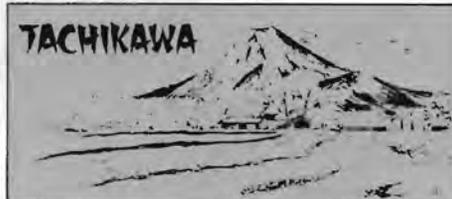


Air America display at No. 9 Wing, Royal Canadian Air Cadets, Edmonton, Canada.

aviation. This is being done through a series of lectures and visual displays showing all forms of aviation. One of the displays which is drawing a great deal of interest and comments is a collection of airline cap badges and pilot wings. These are mounted in suitable frames naming the airline and also the country in which the airline is registered.

"At the present time we have over 85 airlines represented ..."

Note: Colonel Campbell asked us for a set of AAM insignia to include in his display; we were happy to oblige.—ED.



## AAM TAW PERSONNEL

Here are some of the fine and loyal Japanese personnel at AAM's Tachikawa Base: (Above) Mr. S. Shirai, Ops. Dispatcher II (l.) and Mr. M. Matsufuji, Clk I (r.) in our Operations Office. (Below) Miss T. Ohtsuka, Sr. Clerk, Manager, Technical Services' Office.



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

**THAI POLICE AVIATION DIVISION VIP HELICOPTER**



*Thai Police Aviation Division's Sikorsky S-62A helicopter.*



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

The Thai Police Aviation Division uses the Sikorsky S-62A helicopter pictured above mainly as a VIP aircraft. It is equipped with a plush interior of comfortable design that

can easily be removed for cargo transport if so required. It is powered by a GE CT58 110 axial flow turbo-shaft engine, incorporating the free turbine principle, which drives a 53-foot diameter main rotor and a tail rotor with a diameter of 8 ft. 9 in. Overall length of the helicopter is 45 ft. 5½ in., width is 15 ft. 9 in., and height is 14 ft. 2½ in. to top of rotor hub.

Besides being a VIP aircraft, the S-62A performs a variety of necessary missions—a few of which are: surveillance of all Thai Royal Family water excursions and activities, including boating which is very popular

amongst the Thai elite. Because of its water landing and take-off capabilities, the chopper accompanies these excursions as a logistics support vehicle and is also available as an emergency recovery aircraft.

When not being used for the above purpose, the S-62A is usually assigned to the Thai Marine Police and Customs Department. Here its tasks include: customs investigations, shoreline patrols and marine surveys.

The helicopter is one of many assigned to the Thai Police Aviation Division on which an Air America Advisory team is giving assistance as required.



## A DAY WITH AN AAM C-47 PILOT IN SVN

by: *Captain V. E. Ball*

Gia Nghia, South Vietnam, was the first stop. (Gia Nghia is approximately 110 statute miles northeast of Saigon and is located in Tuyen Duc Province.) It's a laterite landing strip 2,000 ft. long and 2,000 ft. high, with a steep drop off on both ends and on both sides. Laterite is a combination of Georgia red clay and North Dakota gumbo, slick as a greased ski run when wet. Gia Nghia is known as a "tough" strip among the "Gooney Bird" drivers. Everything has to be just right or a pilot could be in big trouble.

The load was several thousand pounds of "miracle" rice seeds for this central highlands province. The "miracle" rice was developed as a joint effort of the U.S. and Philippine governments, and will produce up to three crops a year in this area. Obviously something like this is exceedingly important to the food-short country of South Vietnam.

Today's flight was just one of many CORDS missions (Civilian Operation for Revolutionary Development Support) in support of the Pacification Program under the Agency for International Development (USAID).

After delivering the rice seeds we returned to Saigon to pick up a load of Public Health supplies, hospital materials, and agricultural 're-settlement kits' destined for Quang Tri province, just south of the DMZ in "I" Corps. The strip at Quang Tri is aluminum matting and is under control of the Marines. It is used primarily as a helicopter base. The CORDS representative met us on arrival, and the unloading was accomplished without delay.

Since we had to return to Da Nang for refueling, with no scheduled load from Quang Tri, CORDS turned the available passenger space over to the military passenger terminal in order to give the G.I.'s headed for Da Nang a ride.

At Da Nang, we picked up several passengers for the return trip to Saigon. In addition, we on-loaded two thousand plus pounds of rolled oats destined for Tam Ky (forty miles southeast of Da Nang), and several hundred pounds of hospital supplies for Quang Ngai City, another forty miles south of Tam Ky. Their hospital warehouse had been hit by enemy mortar a few days before and many of their supplies had been destroyed. We made delivery on some of the more critical items; then on to Saigon.

There you have a rather typical workday for that old work horse, the C-47 "Gooney Bird". Even though it's older than most of the men doing the fighting in Vietnam, it's still hanging in there doing a good job, and will continue to do so for a long time to come.

## AIR AMERICA SAFETY MEMO

### FLIGHT SAFETY

by: *Wing Commander Daedalus,  
Minos Experimental Flight*

"My boy take care  
To wing your course  
along the middle air:  
If low, the surges  
wet your flagging plumes;  
If high, the sun  
the melting wax consumes...  
But follow me: let me  
before you lay  
Rules for the flight  
and mark the pathless way."



Marvel not if I appear talking to you on superterrestrial and aerial topics... I have travelled in the stars.

Already credited with the invention of the axe and the saw, and now a noted Athenian architect, I set myself to be a perfect master in the art of flying. There seemed to be but one method, to procure wings of some kind or other and by their assistance to ascend in my own person to heaven. This done, I made a trial of what I could do, by leaping upwards, endeavouring by constantly striving upwards to bring all the muscle into exertion for aiding the flight.

Perceiving now that the project succeeded I grew bolder after experiment and my courage increased with my dexterity. I determined no longer to confine myself to these essays, but to instruct my son, Icarus, in the art.

By diligent perusal of Notes for the Airman, which I myself had written, and which later the Roman poet Ovid was to name Dash One, Icarus was prepared well enough to take the untried wings. The boy's first attempts to become airborne met with frightful, frenzied failure. He brazenly brandished his waxen wings (which I had fashioned for him with my own hands) — and succeeded in recording a rate of climb of minus 6 ft./sec. by leaping from a rock. But perseverance led to success; he learned the secrets of flight — and that proved to be his undoing. He grew wild and wanton in his flight, heeding little my pre-flight briefing. His feathers gone, no longer did he take air. Down to the sea he tumbled from on high and found his fate.

Let me thus act as the Gods of Wisdom and entreat you be heedful of the fate which encounters those scornful of Flight Safety.

Courtesy: *Royal New Zealand Air Force  
FLIGHT SAFETY*

## AIR AMERICA MEDICAL MEMO

### POLIOMYELITIS VACCINE—SALK OR SABIN ?

Courtesy: *Medical Department*

**Question:** Is it necessary to use both the Salk (inactivated poliomyelitis) and Sabin live (oral poliovirus vaccine)? Is one preferable to the other?

**Answer:** The current recommendations of the Public Health Service Advisory Committee on Immunization Practices do not specify a preference between inactivated poliomyelitis vaccine (IPV) and live, attenuated oral poliovirus vaccine (OPV) for routine primary immunization.

With the use of inactivated vaccine alone, booster doses are required every two years to insure adequate antibody levels. This need can be obviated by a full dose of live oral vaccine. However, after an adequate live oral vaccine series, it is neither necessary nor desirable to use inactivated vaccine.

In general, live oral poliovirus vaccine has the further advantage of ease of administration and ready public acceptance, both for routine use and for mass immunization programs. Full immunization with live oral vaccine, without regular booster doses, produces an immune response similar to that observed after natural poliovirus infection. As a result, live oral vaccine is more widely used than inactivated vaccine in the United States. For use in epidemic control, typespecific monovalent oral poliovirus vaccine is still the recommended mode of immunization.



Pilot (r.) and Flight Mechanic (l.) and their 10,000 hour Sikorsky.



Happy group Proud group (l. to r.): Capt. E.W. Knight, MTS Jim Dore, Capt. W.H. Gentry, Flight Mechanic M.L. Centeno, and Acting Base Manager Dave Hickler stand in front of record-breaking Sikorsky chopper.



Air America's venerable bird herself. The first Sikorsky UH-34 in the world to break the 10,000 hour total-flying-time mark.



Capt. Knight (l.) and Capt. Gentry (r.) stand by the tail of record-breaking H-15.



AAM Flight Mechanic M.L. Centeno.



Acting Base Manager D.H. "Dave" Hickler (r.) congratulates Capt. Wayne H. Gentry for having flown UH-34 helicopter H-15 past the 10,000 hour mark. Filipino Flight Mechanic M. L. Centeno is at left.



AAM Captain Wayne H. Gentry.



Capt. Wayne H. Gentry and Flight Mechanic M.L. Centeno smile proudly from H-15 after setting the 10,000 hour total-flying-time record.



Hickler, Centeno and Gentry (l. to r.) all give thumbs up signal for well done!



Jim T. Dore MTS/UDN adds his congratulations to Capt. Knight's. Flight Mechanic Centeno is smiling.



Capt. E. W. Knight MF/RW/UDN congratulates Capt. Gentry on his proud achievement.



AIR AMERICA MILESTONE: 10,000 Hrs.!

by: David H. Hickler, ABM/UDN

A memorable milestone was reached on 29 May 1969, when Air America's Udon-based Sikorsky helicopter H-15 chalked up a total flying time of 10,009:58 hours. H-15 is the first helicopter of this type and model ever to break the 10,000 hour mark, according to the manufacturer.

Sikorsky helicopter Model UH-34, Tail Number H-15, MSN 581497, was received by Air America, Udon, on 19 October 1962. At that time it was a new machine, having a total flying time of only 25:46 hours. Since 1962 it has been flown and maintained by Air America under contract. How many engines, rotor blades, and miscellaneous component parts have rotated in and out of the airframe is not readily available; but we can safely state — many!

The PIC of H-15 when it reached the record-shattering 10,000 hour mark was Captain Wayne H. Gentry; Flight Mechanic was M. L. Centeno.

Captain E. W. Knight, Manager of Flying Rotary Wing, is in charge of all helicopter flying for Air America — Udon.

That such a remarkable performance record could be achieved is largely due to the dedication and skill of our pilots, plus the diligence and painstaking attention to detail of our flight mechanics and ground maintenance personnel.

Air America, Udon, is rightfully proud of this significant record that no one else in the world has matched.

Sikorsky Aircraft is making up five special plaques for Air America to commemorate this momentous occasion.

Mr. Hickler was temporarily replacing Captain C. J. Abadie, Jr., a long-time UH-34 pilot, when H-15 hit 10,000 hours.

**UH-34 SPECIFICATIONS:**

Description and Dimensions:	
Minimum Crew:	2
Number of Pax:	12
Main Rotor Diameter:	56' 0"
Length:	65' 10"
Height:	15' 10"
Cargo Door Dimensions:	48" x 52"
Cargo Volume-cubic feet:	365
Weights — lbs.:	
Max. Design Take-off Weight:	13,300
Operational Empty Weight:	9,100
Useful Load (Fuel & ACL):	4,200
Max. Landing Weight:	13,300
Speeds — Knots:	
Cruise, T.A.S., normal power—knots:	100



Here is the answer to the AIR AMERICA LOG crossword puzzle which appeared in VOL. III No. 3. We hope that you crossword fans will agree with us that Mr. Poblele's puzzles are well thought out and fun to do. 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 for you to work out. - ED.

1	2	3	4	5	6	7	8	9	10	11	12
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## CHANG EARNS FAA LICENSE

David Chang, AAM Operations Dispatcher at Vientiane, recently obtained a U.S. Federal Aviation Administration's Aircraft Dispatcher's certificate from the FAA's Tokyo office. He passed his written examination in Taipei in 1966 and then passed his oral exam in Vientiane at a later date.



Mr. David Chang, foreground. In background is Mr. C. L. Chen, Chinese weather forecaster at VTE.

Mr. Chang also holds an FAA Air Traffic Controller Specialist certificate which he obtained in 1961.

A native of Kiangsi Province in China, Mr. Chang was with the Nationalist Chinese Civil Aeronautics Administration for 18 years before he joined Air America. His wife and four children live in Taipei.

\* \* \* \* \*

## MASS X-RAYS FOR AAM EMPLOYE.

by: K. S. Ajizian PM/VTE

A mass X-ray program was recently carried out at our Vientiane Base whereby all employees were given an opportunity to have a free chest X-ray. Main purpose, according to Dr. Richard Y. H. Lee, AAM's Chief, Medi-



Mr. Phungpanya Smarn, a Thai rigger in our Traffic Department at Vientiane, strips to the waist for his chest x-ray.

cal Department, was to make a survey of possible tuberculosis cases.

Over 600 of Air America's Vientiane employees availed themselves of this free service during the two-day survey.

## BEWARE OF SINISTER, SNORTING SPEED

President Andrew Jackson  
Washington, D. C.

Albany, New York  
January 10, 1830

Dear Mr. President:

The canal system of this country is being threatened by the spread of a new form of transportation known as "railroads." The federal government must preserve the canals for the following reasons:

ONE—If canal boats are supplanted by "railroads" serious unemployment will result. Captains, cooks, drivers, hostlers, repairmen and lock tenders will be left without means of livelihood, not to mention the numerous farmers now employed in growing hay for horses.

TWO—Boat builders would suffer and towline, whip and harness makers would be left totally destitute.

THREE—Canal boats are absolutely essential to the defense of the United States. In event of the expected trouble with England the Erie Canal would be the only means by which we could ever move the supplies so vital to waging modern war.

For the above mentioned reasons the government should create an Interstate Commerce Commission to protect the American people from the evils of "railroads" and to preserve the canals for posterity.

As you well know, Mr. President, "railroad" carriages are pulled at the enormous speed of 15 miles per hour by "engines," which, in addition to endangering life and limb of passengers, roar and snort their way through the countryside, setting fire to the crops, scaring the livestock and frightening women and children. The Almighty certainly never intended that people should travel at such breakneck speed.

Respectfully yours,  
Martin Van Buren  
Governor of New York

EDITOR'S NOTE: God help us when the SSTs start flying! (See p. 8).



**AIR AMERICA'S CAPABLE CREW AT SAM THONG**

Pictured above are eight of Air America's capable crew stationed at Sam Thong, Laos. They are (1. to r.): F. Caro, Filipino Radio Mechanic 2c., CMD; J. M. de Guzman, Filipino Storekeeper, RSD; L. B. Espino, Filipino Mechanic 2c., RMD; Van Song Luong, Lao Head Cook at AAM's Mess Hall; Boonplod Yospiam, Thai POL Leadman (see AAM LOG VOL. III, No. 1, p. 6); P. F. Toledo, Filipino Mechanic 2c., RGMD; V. G. Osias, Jr., Filipino Mechanic 2c., RMD; S. E. Roldan, Filipino Mechanic 2c., RMD.



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

FREE WORLD'S FIRST SST MAKES MAIDEN FLIGHT



Shown above is the free world's first supersonic transport plane — the Concorde 001 — on her maiden flight. A joint British/French effort, the Concorde roared off the runway of Toulouse Airport — in Southern France — for the first time on the afternoon of March 3, 1969; take-off speed was 175 knots and angle of attack was 20 degrees. 001 was accompanied by two chase planes — the photo was taken from a French Morane Soulnier 760B Paris, four-seater business jet; in the background is a British Gloster Meteor which belongs to the French Air Force Test Center as a test bed for various equipment. The 148-ton 001 came in for a smooth landing 27 minutes after take-off. On this first flight, the landing gear was left in the down position and the droop nose drooped about 12 degrees to improve pilots' visibility while aircraft is in high-angle-of-attack attitude occasioned by low-speed flight. During its maiden trip, the Concorde's speed was restricted to 250 knots and its altitude to 15,000 ft. Test pilot on the flight was Andre Turcat, a 47-year old veteran with 4,500 hours flying time. He is Flight Test Director of Sud Aviation, the French firm which worked hand-in-hand for seven years with U.K.'s British Aircraft Corporation to design and build the Concorde. BAC built and successfully flew Concorde 002 recently.

## CONCORDE 001 BRIEFS

Courtesy: Sud-Aviation

The French-built Concorde 001 had flown a total of 12:50 hours, block-to-block, in nine flights, as of April 2. Here are some data about the initial flights of this ogee delta-wing planform supersonic transport which has a span of 83 ft., and is 193 ft. long.

- It has flown at speeds up to Mach 0.8, at an altitude of 30,000 ft.
- Its longest duration flight (No. 6) lasted 83 minutes, block-to-block.
- It has been flown on three engines with landing gear both extended and retracted.
- In-flight re-ignition and afterburner tests and landing reverse thrust tests have been conducted successfully.

The ninth flight of 001 was the last in the "first cycle" group of flights. After approximately 40 days in the hangar for general checking and changing of its four engines, the aircraft will enter its "second cycle" series of tests in the high subsonic speed range.

\* \* \* \* \*

Editor's Note: The above pix — and the one on the front page — represent an AAM LOG "first" too: this is our first use of full color to give our readers the best possible feel for the subject being presented.

## AIR AMERICA LOG

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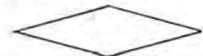
## SNAFU SECTION

### SKYJACKING TAB

An Eastern Airlines spokesman estimates that the total cost of skyjacking a passenger jet to Cuba runs between \$7,500 to \$10,000. This includes such items as: landing fees, fuel, weather reports, food and lodging for passengers, etc.

No one claims that Fidel Castro makes any money on the skyjacking, and the consensus of opinion is that the Cuban Premier doesn't like skyjackers any more than the exasperated airlines.

So far as skyjacking tabs are concerned, "We pay our (skyjacking) bills as fast as we get them; its good business practice," says a National Airlines spokesman.



### PROPER PIGEON LAUNCHING

Courtesy: Naval Aviation News

From the weekly reports of the Director of Naval Aviation for November, 1918:

Tests were conducted at Hampton Roads to determine the proper methods for releasing carrier pigeons from seaplanes. If launched from the front cockpit, it is proper to throw them up in the air and at the same time throttle down the motor. If the birds are launched from the pilot's seat, they must be thrown downward.



### TAIWAN TOURIST TIP

Courtesy: AIRASIAN/TNN

"...The large tourist bus was well equipped — comfortable seats and a sweet, singing conductress..."



### AIR HISTORY (Item 10)

1870-71. When the Prussians laid siege to Paris during the Franco-Prussian War (Sept. 1870 — Jan. 1871), 66 balloons were released from the beleaguered city. They carried over 100 passengers, mail and carrier pigeons: the latter were used to take messages back to Paris in the form of microfilms. Of these balloons, 58 managed to reach friendly territory, six were captured and two disappeared.