



General Manager, Japan, R. E. Lewis (l) presenting to Rodrigo Sombas, an AAM Filipino Flight Mechanic based at TAW, a citation recently received from the U.S. Federal Aviation Administration while Acting Manager, Technical Services, Al Wilcox (r.) looks on.



Mr. H. Matsuda, Japanese Mechanic Ic. (center) is being presented with a Technical Services Man-of-the-Month award by Mr. Fred L. Duvall, MTS/TAW (r.). Mr. H. Hamada, Japanese Supervisor, Planning, RMD/TAW (l.) looks on. Mr. Duvall said that Mr. Matsuda was presented with the award "... for being a most dependable employee who always accepts his assignments with a cooperative attitude. He was nominated for this award by his Supervisor who appreciated the sincere effort Mr. Matsuda extended in performing his duties."



Chinese Leadman Ic, K.C. Kungsun and Japanese Mechanic Ic, Y. Kawaguchi, both of EMD, checking over a piece of electronic equipment in our Electronic Maintenance Department Shops at Tachikawa, Japan.



VERSATILE MR. CHOW EARNS A THIRD HAT

Mr. Y. L. Chow, Air America's Chinese Security Representative/Safety Engineer at Tachikawa has earned a third hat — that of Health Supervisor. The versatile Mr. Chow took a Japanese examination to obtain a Health Supervisor license along with 3335 other applicants; he was one of 1920 persons to pass.

In Japan, the license of Health Supervisor is issued by the Chief of Prefectural Labor Standards Office to applicants who have graduated from High School or higher institutions of learning provided they pass the Health Supervisor examination. Subjects covered by the exam include: Labor Standards Law; Industrial Hygiene Law; Industrial Physiology; Industrial Hygiene and Emergency Medical Treatment.



The versatile Mr. Y. L. Chow holds Japanese Health Supervisor license he earned.

A Health Supervisor's duties include:

- Checking a worker's environment for potential dangers;
- Keeping careful watch on standards of hygiene in working areas;
- Inspecting workers' personal protective devices;
- Making sure emergency equipment is inspected regularly and is in fully operational condition;
- Providing health education and health consultation facilities for employees;
- Keeping accurate health statistics regarding such matters as injuries, illness and absenteeism of employees.
- Filing official Company health reports.

Japanese law requires that an employer give his Health Supervisor sufficient authority to enable him to take any necessary measures relative to maintaining adequate industrial hygiene and safety standards. The Health Supervisor must perform his inspections weekly. A Health Supervisor is subject to punishment by law if he fails to report hazardous conditions to his employer.

In Japan all organizations who employ 30 or more production employees or 50 or more clerical workers are required to have a Health Supervisor.



UDORN

UTH ANNIVERSARY

Our busy Udorn, Thailand Base recently took time out to celebrate its eighth anniversary by having a dinner banquet at Udorn's new Charoen Hotel.

Highlights of the occasion were the presentation of 19 specially-made Air America plaques to distinguished Thai guests and an exhibition of traditional Thai dancing.

Among prominent Thai guests attending the party were: The Honorable Charoen Panthong, Governor, Udorn; Major General Uthai Chaisangchan, Acting Commander, Udorn Provincial Army District, Udorn; Police Major General Sanan Saardphuk, Commander Regional Police Headquarters, Khon Kaen; Police Colonel Thawee Kubtabutr, Deputy Commander, 4th Regional Police Headquarters, Udorn; Group Captain Jiroj Buranabutr, Commander, Royal Thai Air Force Base, Udorn; and The Honorable Udom Leebumroong, Lord Mayor, Udorn.



One of the attractively-designed special Air America plaques, 19 of which were presented to our distinguished Thai guests.



Exquisitely-gowned Thai girls performing a classic Thai dance at Air America's Udorn Anniversary Party.



Watching a Thai dancer present flowers to the Honorable Charoen Panthong, Governor of Udorn are, front row (l. to r.): the Honorable Udom Leebumroong, (Major General Uthai Chaisangchan is blocked by dancer); Major General Uthai's wife; Governor's wife; ABM/UTH's wife, Lek; Governor Charoen; Mr. C. J. Abadie, Jr. ABM/UTH. Back row: Mrs. Dore and Mr. J. T. Dore, MTS/UDN.



Gay group at party are (l. to r.): Cindradat Anongchom, AAM Clerk III, Supply Stock Control; her father Mr. Indradate Pisidhi, AAM Supervisor, Physical Security Section; Police Special Colonel Thawee Kubtabutr, Assistant Chief of the Provincial Police 4th Regiment; his daughter, Miss Kubtabutr; Mr. Punyaratabhun Virajati, AAM Security Administrator.



Enjoying at drink at AAM's anniversary banquet are (l. to r.): Police Lt. Col. Somkuan Horikul, Police Superintendent of the Border Police Patrol, 4th Regiment; Albert A. Francis Esquire, American Consul, Udorn; Thavorn Jityiem, Chief of Udorn Provincial Public Welfare.



General view of AAM's ramp at Tan Son Nhut Airport. Buildings are (l. to r.): Regional Maintenance Department, Hangar #1, Regional Supply Department. An AAM Bell 204B chopper is taking off in front of the hangar.



Fluffy clouds float over General Maintenance Department's shiny new building at our Tan Son Nhut Base.



AAM's Plant Engine Maintenance Department in the rear of the General Maintenance Department building.



Hangar #1 in the background and an Air America Bell 204B in the foreground.



Mr. Vu Quang Van, Vietnamese General Affairs Manager, SGN.



Aerial view of AAM's Base at Tan Son Nhut Airport, Saigon. Legend: (1) Entrance Gate; (2) Parking; (3) Motor Scooter Shed; (4) Cafeteria Annex; (5) Personnel Office; (6) Cafeteria; (7) Traffic Terminal Building; (8) Parking; (9) South Ramp; (10) RMD Shops & Offices Building; (11) Hangar #1; (12) Supply Warehouse; (13) Operations Building; (14) Customer Warehouses; (15) GMD Complex; (16) POL Building; (17) Northeast Ramp.



Mr. Merrill Hulse, Base Manager, SGN.



This Operations Building used to be the Admin/Ops. Building until the Base Manager's office force moved into new RMD quarters.



AAM's Passenger Terminal Building with a waiting Bell 204B chopper on apron.



G. R. Neufeld, American Crew Chief (Rotary Wing) inspects main rotor of Bell 204B.



Utility woman Mrs. Nguyen Thi Be (right) being instructed in the use of Cleco clamps and riveting by Vietnamese Training Instructor Trinh Van Trung (left). Mrs. Be is showing great ability in her work.



SAIGON STORY

by: R. F. McGrath, AABM/SGN

In Vietnam, as in other Southeast Asia countries, AAM performs its mission by flying to countless airstrips — many in remote areas and nearly all of them devoid of refueling, maintenance or cargo-handling facilities — let alone paved runways. And Air America operates, not on a fixed timetable, but on schedules devised and revised by the customer — often only one day ahead of time.

At Saigon, Air America uses nine different types of aircraft to meet its schedules — eight kinds of single- and twin-engine fixed-wing planes plus Bell 204B helicopters.

The success of such an operation is largely a matter of flexibility; and flexibility is the title of AAM's Saigon Story. The effectiveness of the Air America/Republic of Vietnam effort is determined by its adaptability to sudden, substantial changes in operating conditions, customer requirements, and even such awkward necessities as avoiding the Viet Cong just to get to and from work — as happened during the 1968 Tet offensive.

To do all this — while at the same time growing as rapidly as AAM/RVN has grown — is no small feat. Until late 1964, AAM/RVN was a very small operation — hardly more than an itinerant Dornier, Piper or Beechcraft making an occasional flight to or from Tan Son Nhut Airport. Suddenly, for the past three years, AAM/RVN became the Company's largest integrated flying operation — one which is presently contributing well over one-third of its total aggregate flying hours and is operating some 60 aircraft. Taking January, 1965 as a starting point, Saigon doubled its monthly flying hours within ten months, then redoubled them during the next eight months. Daily aircraft departures doubled within 16 months, stepping up in frequency by another third during the next three months. Cargo traffic growth was logarithmic.

Altogether, in flying hours, flights, cargo tonnage, passengers, aircraft, personnel and in any other measure, Saigon — which peaked in late 1967 — is now about five times as big as it was in January, 1965.

But there is more to growing up than sheer increase in size; maturity is a matter of self-sufficiency. For the past year or so, Saigon and its sub-bases — Da Nang, Nha Trang and recently Can Tho — have been busily curing their once-painful growing pains: cutting some costs, avoiding others, consolidating, investing modest sums now to save more later on, and stepping up efficiency wherever possible. Examples are:

• Since early 1968 — after a brief in-

terruption by the wrenching Tet crisis — the expensive ferrying of aircraft to Tainan, Vientiane, Bangkok and Udorn for periodic No. 4 and most of the No. 3 maintenance services has been cut from an average of 22 monthly round-trip flights to only seven.

• Machine shop work, magnaflux and x-ray inspection, and weight & balance determination — all formerly done by other organizations, have become in-house functions.

• Supply, now with six times its former space, is less dependent upon instant reaction to its umbilical pipeline from Tainan.

• General maintenance, thanks to such new facilities as enlarged carpentry and auto maintenance shops, no longer farms out its work.

• What was once called a "Mess Hall" is now a bigger, better-equipped and more appropriately named "Employee Cafeteria" featuring many Oriental and Western menus for personnel of eight different nationalities.

• Saigon's recently installed Link trainer has substantially reduced expensive instrument flight training time and has improved check ride performance.

Big strides have been taken in the overall training effort among AAM's ground employees, particularly among hundreds of Vietnamese. Not too long ago, Saigon's Technical Training Department consisted of one American holding instruction interviews with approximately ten Vietnamese or TCN employees, three or four at a time, in a 12' by 16' office totally devoid of training aids. Now Air America has adequately staffed, generously equipped and well-coordinated programs which provide 20 daily classroom hours for employee trainees of all nationalities — especially Vietnamese — in courses ranging from elementary subjects like aircraft cleaning and ramp safety to advanced Airframe & Powerplant courses, including the Federal Aviation Administration's examinations required for A&P licensing.

But perhaps the most important accomplishment of all — certainly one of incalculable and lasting benefit — has been the steady upgrading of hundreds of Vietnamese in several job categories: Utility Woman and Utility Man to Mechanic III, to Mechanic II, to Mechanic I, to Leadman; Traffic Agent to Traffic Representative A; Air Freight Dispatcher to Supervisor/AFD; Driver to Dispatcher, to Supervisor/GTD; Artisan to Engineer II; Leadman to Construction Foreman; Operations Dispatcher II to Assistant Chief Crew Scheduling; Accounting Representative to Senior Accountant; Investigator to Security Supervisor; and so on. Among Vietnamese executives at AAM's SGN Base are: Mr. Vu Quang Van, General Affairs Manager and Mr. Nguyen Van Bo, Assistant Personnel Manager.

Indeed, this continuing increase in Vietnamese up-grading, which during the past 18 months, has helped to raise the percentage of Vietnamese Air America employees from 48.2% of total personnel to still-growing 52.5%, points up the fact that Air America is in Vietnam (and other Oriental countries) for reasons even more basic than its immediate contractual mission.



Native Lao laborers hefting 40 kilo (88 lb.) rice bags in ATOG warehouse, Wattay Airport, Vientiane, Laos.



RICE FOR THE MOUTHS OF LAOS

Air-delivering 10-million pounds of rice and related commodities a month — mostly by free-fall airdrop, but some by landed de-

livery — is no mean accomplishment. Aerial rice deliveries are made seven days a week, 52 weeks a year, weather permitting. Air America does it — and does it consistently — month in, month out; year in, year out.

Above, you see the beginning of the action (except for actually filling the bags with rice). Customer rice has just been trucked into the Air Transport Operations Group (ATOG) warehouse at Air America's Base, Wattay Airport, Vientiane, Laos. Customer's laborers are hefting the 40 kilo (88 lb.) burlap rice bags from the truck and are stacking them in neat piles awaiting aerial delivery somewhere in Laos.

The rice is triple-bagged to resist the impact of a free fall from a dropping altitude of approximately 800 to 900 feet above terrain. This altitude range was selected because it is high enough to allow the rice bags to lose almost all forward motion (and thus avoid rolling and breaking open upon impact with the ground) and it is also low enough to allow the plane's pilot to make his drops with reasonable accuracy.

Although rice represents by far the greatest proportion of the 10-million pounds of commodities that Air America delivers monthly in Laos, other items also delivered include cornmeal and salt.

STOLMASTER: is a basic C-119 airframe modified to accept three quick-attach, quick-release jet engines to give the aircraft STOL characteristics. Proposed powerplants are: two Curtiss-Wright R-3350 piston engines plus one, two or three 3,400 lb. thrust Stewart-Davis 24C4D turbjets. The STOLMASTER can be configured as a two-engine machine — two recip and no jets; as a three-engine plane — two recip and a single, fuselage mounted jet; as a four-engine aircraft — two recip plus two, wing-mounted jets; or as a five-engine machine with two recip and all three jets in place. The jet engine mountings are designed for quick "clip-on, clip-off" installation or removal. Here are take-off characteristics cited for the STOLMASTER at a gross weight of 64,000 lbs. under standard temperature and density conditions at sea-level and to clear a 50-foot obstacle: using short field take-off techniques and no jet power — 2020 ft.; add one jet — 1525 ft.; add two jets — 1190 ft.; add three jets — 960 ft. The STOLMASTER is being proposed by Aircraft International, Santa Monica, Calif.



"A PLANE IS NO BETTER THAN ITS MAINTENANCE"

AIR AMERICA LOG ★ AKLAT SULATAN NG AIR AMERICA

Boeing's prototype 747 superjet rotating on its maiden flight take-off at about 162 mph. Photo was taken at instant outboard (or wing) main gear and inboard (or fuselage) main gear are clearing the runway.



BOEING 747 SUPERJET LIFTS OFF ON MAIDEN FLIGHT

The photos above and below show Boeing's prototype 747 superjet lifting off a runway at Paine Field, Everett, Washington on the plane's maiden flight, ushering in the new age of the large jet transport. Take off speed was about 162 mph. and duration of the flight was 1:16 hours. Crew on the historic take-off were: Jack Waddell, pilot; Brien Wygle, co-pilot; and Jess Wallick, flight engineer. They flew the mammoth plane to an altitude of 15,000 ft. well below the 35,000-foot altitude at which the aircraft will operate in airline service. Commenting on the flight, pilot Waddell said: "The plane is a pilot's dream. Although there was some turbulence reported in the area, we didn't feel it. The plane handles beautifully." During the first flight, the crew was concerned with primary evaluation of the airplane's flight characteristics and handling qualities, operation of the flight control systems and basic engine performance. The airplane will continue to operate from Paine Field for about 10 flight hours after which it will be flown to Boeing Field, Seattle, to continue the test program. In place of the spacious interior accommodations, including a "second story" lounge which it will have in airline service, the first airplane carried approximately 60,000 pounds of flight test instrumentation, ranging from minute precision measuring devices to 176 interconnected water barrels for shifting the airplane's center of gravity in later tests. The 747 will be able to operate from the same airports as present long-range jets. The landing gear, made up of four main units with four wheels each and a dual-wheel nose gear, distributes the plane's 710,000-pound gross weight evenly over the runway. Advanced high-lift devices in the wing give the plane excellent take off and landing performance. The 747 is powered by four Pratt & Whitney JT9D turbofan engines of 43,500 pounds of thrust each which will give the plane a cruising speed of 625 mph.—much faster than today's passenger jets. The first 747 is one of five in the flight test fleet. The five planes will carry out the most intensive test program in commercial aviation, aimed at receiving Federal Aviation Administration certification this fall. First deliveries of 747 superjets to the airlines are also scheduled to begin this fall. Eleven United States airlines and 17 overseas carriers have announced orders for a total of 167 of the superjets.

Boeing's prototype 747 becomes airborne on maiden flight. Note the outboard main landing gear trucks cant at a much steeper angle than do the inboard main gear trucks. This puts the two rear wheels of all four main gears on approximately the same plane for landing.



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

AIR AMERICA MEDICAL MEMO

OH, MY ACHING BACK!

Courtesy: Medical Department

Low-back injury is one of the more common ailments afflicting people today—which isn't surprising. For while there are numerous incorrect ways to stand, sit or sleep, there are only several proper ways. Since few of us have had the opportunity to learn what is proper, the law of averages will sooner or later suffer

FACTORS

Obviously, back pain other than strain. Disease, sion are other major causes. beyond your control, and relaxed. Consequently, the be confined to ways of pro-

The first thing to bear strenuous activity is not a tentimes, a very simple proper movements, can as much pain as if you had

The following are pro- strain by using your body loads are placed on your

STANDING:

Straight standing is very hard on the lower back. If you have to stand for any length of time, place one foot on something (stool, step, etc.), which bends the hip and flattens the back. If this isn't possible, crouch down for a few minutes.

Always bend your knees slightly when leaning forward.

Don't pick up anything without bending your knees.

When lifting heavy objects, keep the load close to your body and below the chest.

Never lift a heavy object and twist without turning your feet.

SITTING:

Always sit with at least one knee higher than your hips (legs crossed, feet propped up). Never slouch in a chair.

Don't sit in a chair so high that your knees are lower than your hips.

When possible, sit so that your arms are supported.

Before driving, move car seat forward so that your knees are bent.

SLEEPING:

Never sleep on your stomach.

If you have a weak or sore back, don't sleep on it unless your knees are supported by a pillow or rolled-up blanket.

If, upon arising, you have back pain, stiffness or soreness, put a board between the mattress and springs.

Learn to sleep on your side with knees and hips bent.

Strong as it is, the back is one of the more vulnerable of the body's structures and it requires constant protection. By following the foregoing rules, you will lessen the chances of injury and increase the chances of feeling better. Remember, too, that nothing strengthens the back more than regular exercise.

Should you sustain a back injury, however, special exercises may be required. In that event, a doctor is your best counsel.



can be caused by factors an accidental blow, and ten- The first two are essentially tense back muscles can be comments that follow will tecting against strain.

in mind is that violent or prerequisite to a strain. Of- motion, or continual im- strain your back and cause lifted the Saturn launch pad. ven ways to protect against so that no unnecessary back:

AIR AMERICA LOG

Editor

George L. Christian, III

Published by:

AIR AMERICA, INC.

Field Executive Office

Kadena Air Base, Okinawa

APO 96239

EDITOR'S EDEN

(or: shortie squibs from here & there.)

RICHMOND PROMOTED

Mr. Earl H. Richmond has been elected Assistant Vice President by the Board of Directors of Air America, Inc. Mr. Richmond has been appointed Assistant Vice President — Flight Operations. He will take up new duties after giving up his present assignment as Station Manager, Chiang Mai, Thailand, effective 25 September.

Mr. Richmond was born in Indianapolis, Ind., but lived and was educated in the State of Washington. He received his B.A. in Business Administration from the University of Washington in 1955 and M.A. in the same subject in 1956.



Mr. Earl H. Richmond

A year later, after graduation from United States Air Force pilot training and advanced fighter weapons courses, Mr. Richmond served as a fighter pilot for a period of eight years, flying F-100, F-84, F102 and the Douglas "Skyraider" aircraft. He was awarded the DFC and Air Medal with 11 Oak Leaf Clusters for performance during 264 combat missions over North and South Vietnam. He is currently qualified as an AAM Captain on Porter aircraft.

Mr. Richmond will move from Chiang Mai to Taipei, Taiwan, with his wife Donna, sons Douglas and David, and daughter Kimberley in the near future.



AIR HISTORY (Item 11)

9 Aug., 1884. The airship *La France* made a successful flight and attained a speed of 15 mph. Propulsion was by electric motor.



"One more thing ... a job is either rejected or it's okay ... we have no place for the term 'fair to middlin' ..."