

AIR AMERICA LOG ★ エア・アメリカ・ロックブック



Mr. T. Ohtsuka, Japanese Senior Clerk, Traffic, checking emergency equipment in storeroom of our Tachikawa Base.



Mr. Y. C. Chien, Chinese Supervisor, TAW Communications Center tackles some paperwork. Behind him is a battery of in-coming teletype machines.



TAW RMD personnel working on an R-2800 engine. Aircraft is the U.S. Federal Aeronautics Administration's Convair T-29. Men are (l. to r.): Japanese Mechanic II H. Sugizaki, Chinese Mechanic I T. S. Huo, and Japanese Mechanic III A. Miike.



TAKISHIMA WINS AWARD

by: Y. L. Chow, Security Rep. AAM/TAW

Mr. Masao Takishima, an Air America Ground Transportation Department (GTD) Driver I, was recently given an Excellent Driver Award which was presented by the Director of Tachikawa Police Station as recommended by Mr. Fumio Nakamura, Chief of Safe Driving Association in Tachikawa City.

A week later, in commemoration of awards, United States Air Force Colonel Nicholas Arabinko, Vice-Commander of 6100th Support Wing, Tachikawa Air Base, held a celebrating meeting at the Base Commander's Conference Room for twelve Japanese workers on the Base, including Mr. Takishima.



Mr. Takishima receives Excellent Driver Award. Shown (l. to r.) are: Mr. Shozo Takamiya, Advisor with Base Motor Pool, Tachikawa Air Base; Mr. Masao Takishima, GTD Driver I, TAW; Colonel Nicholas Arabinko, Vice-Commander of 6100th Support Wing, TAW; and Mr. James O. Sorrell, SOR, TAW.

Mr. Takishima is a graduate of SI No. 1 Technical High School in 1958 and was granted a driving permit in 1960; he joined the Company to carry on his present job as of 27 April 1961. In the past years, he has never had a single violation of traffic regulations on base or off base, nor did he take any chances which might have resulted in an accident stemming from his carelessness and negligence in driving.

He has a contented family consisting of parents, four brothers, wife and one child.

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Air America Building 3822, Tachikawa Air Base, showing (l. to r.): offices of Regional Maintenance Dept. (RMD), Supply Office, Personnel Office, General Manager's Office and Finance Office.



VIP FLIGHT

His Excellency, George McMurtrie Godley, newly appointed United States Ambassador to Laos, recently flew from Bangkok to Vientiane in an Air America VIP- C-47 equipped with air conditioners.



Ambassador Godley (center) about to enter his car on Air America's ramp at Wattay Airport, Vientiane, Laos. He had just deplaned from Air America's C-47, No. B-933, seen in the background.

Ambassador Godley went to Bangkok to confer with President Richard Nixon while the latter was on his globe-circling trip immediately following Apollo 11's remarkable moon flight. The Ambassador was accompanied by his wife, Betty, and two sons.

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KICKERS IN ACTION



Two Oriental Air America Air Freight Dispatchers shove a pair of pallets, each loaded with nine bags of rice, out of an AAM C-46 somewhere over northern Laos to help feed the indigenous residents. The rice is poked in triple burlap bags to resist the bursting forces of a free fall of about 800-900 feet. Each bag of rice weighs approximately 94 pounds — or 42 kilos. Parachutes are required equipment for all Air America personnel during a rice drop.



Traffic Agent II Thawatsak Chaicharoen stands behind aquaria-adorned counter at AAM's Udorn Traffic Terminal. Three tanks can be seen at the front of the counter and at the side.



UDN'S AQUARIUM TICKET COUNTER

by: J.R. Hunter, TM/UDN

The ticket counter in Air America's Traffic Terminal at Udorn (AAM LOG VOL I, No. 1, pp. 2-3) certainly must win a prize for ingenious decor; it incorporates four colorful, illuminated aquaria.

The idea for the aquaria-equipped traffic counter was conceived by Jim Hardman when he was Traffic Manager at UDN in 1968; he is now TM/KAD.

While searching for ways to beautify the passenger area in Udorn's new Traffic Terminal, Jim ran across a picture in a

magazine showing an aquarium sunken in a wall. He liked the idea and looked for a logical location in the lounge area of the Traffic Terminal: the plain wooden ticket counter appeared to be the ideal spot.

Four fish tanks were procured locally and installed by GMD along with an air pump and filters obtained from a discarded water cooler. Soon the aquaria were in full operation. However, it became rapidly apparent that some common species of tropical fish could not survive due to the limited supply of oxygen in the water. So it was decided to stock the tanks with local canal fish. This was a smart move — the fish fatality rate dropped sharply.

UDN Traffic personnel collect mosquito larvae and insects to feed the fish.

General upkeep — such as cleaning the tanks — is performed by Traffic personnel under the capable supervision of Traffic Agent II Thawatsak Chaicharoen.

Passenger reaction to the aquaria has been generally good; children have found the fish to be particularly fascinating.

Close-up of colorful, contented conal fish swimming in their Udorn aquarium. Tank is artistically decorated with water plants and variegated rocks.





USAID/L AND AIR AMERICA FIRE BRIGADES BATTLE BLAZE IN VIENTIANE

When fires occur in Vientiane, the Administrative Capital of Laos, USAID/L and Air America Fire Brigades often mount a joint fire-fighting effort — as is shown on this page.

ABOVE, the Fire Brigades of both organizations direct a powerful stream of water at the roof of a store burning in downtown Vientiane. Other firemen scale ladder and enter second floor of stricken structure.

BELOW, USAID firemen are advancing hose to second floor of gutted building (left) while Air America fire fighters crouch on burned-out roof of ravaged structure to direct streams of water at still-burning portions of the building. Sign used to say SAIGON BIJOUX (SAIGON JEWELLERS). Conflagration occurred at 1 p.m.



"A PLANE IS NO BETTER THAN ITS MAINTENANCE"

A Lockheed AH-56A Cheyenne compound helicopter taking off.



LOCKHEED'S NEW COMPOUND HELICOPTER-THE AH-56A CHEYENNE

Lockheed-California Company's new AH-56A Cheyenne incorporates some quite unusual features for a chopper. Among the more usual are:

- Pusher propeller.
- Fully-cantilevered wings.
- Nose turret.

The pusher propeller, mounted at the extreme tail of the machine, gives the Cheyenne a maximum level speed (at sea level) of 253 mph. or a maximum cruising speed of 242 mph. When in high speed

cruise, the pusher propeller absorbs all but 300 hp. of the 3,435 shaft horsepower developed by chopper's single General Electric T64-GE-16 shaft-turbine engine. The residual 300 horsepower is diverted to drive the feathered main rotor to reduce windmilling drag.

The wings, which have a span of 26' 8½", almost completely off-load the main rotor when the machine is in high-speed flight. The wings do not incorporate any control surfaces.

The nose turret, which swivels through 180°, can mount interchangeably an Aeronutronic XM129 40-mm grenade launcher or a 7.62-mm General Electric minigun.

The Cheyenne has a crew of two: a pilot and gunner/co-pilot who sit in tandem in an enclosed cockpit; they fly the chopper with conventional dual helicopter controls. The pilot sits in a raised seat at the rear of the cockpit; the gunner/co-pilot's forward seat is mounted on a stabilized platform and can swivel through 360°.



"No, Perkins. You may not go to the bathroom!"

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

AIR AMERICA MEDICAL MEMO

PREVENTING HEART ATTACK BY EXERCISE

Courtesy: Medical Department

In our modern society many of us work at a desk or bench all week and then rush home to begin a weekend of hard physical work or exercise.

Our bodies and hearts are weakened from our sedentary work. We are out of shape, but we play hard anyway. We also have heart attacks in our sleep and on the golf course during this time.

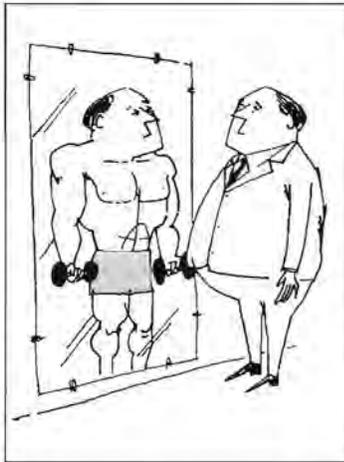
You just can't sit all week day. Regular, vigorous exercise a week, is a must. Physicist against heart attack.

Why is exercise so important? Regular, vigorous exercise increases the blood supply to the heart, there is only that, but there are arteries running between the two hearts. These, too, enlarge.

Now what happens if one artery gets plugged? Perhaps you won't even know it, because the blood supply is more than adequate. Somewhat like muscles. If you use them, they tend to get larger.

Another way to work against heart attack is by keeping weight down. Overweight people have three times the chance of having a heart attack. Smoking cigarettes, particularly more than one pack a day, also is bad. First of all, there is good evidence of a relationship between cigarettes and blood clotting. Secondly, cigarettes may constrict coronary arteries.

The relationship between diseases such as gout and diabetes and heart attack has been established. A regular physical checkup by your physician can pick up not only these diseases but others as well.



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Editor

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SNAFU SECTION

"... IN THE MISTY PAST"

Courtesy: Naval Aviation News

Chief of Naval Operations Admiral Thomas H. Moorer recently ran across a restored Boeing F4B-1 fighter similar to the type he flew when he was a young naval aviator aboard the Navy's first aircraft carrier, the U.S.S. Langley. "It was the hottest airplane in the U.S. inventory then," he said.



Boeing F4B-1 Fighter

Looking back, comparing Naval Aviation of those days with the present, Moorer noted that one of today's carrier fighters — the F-4B Phantom II — weighs and costs more than his entire squadron of 18 planes on the Langley. "Furthermore," he added, "the F-4B can fly faster straight up than my F4B-4 could dive straight down."

BOEING JETS

The Boeing Company had delivered a total of 1710 jet airliners to 92 of the world's airlines, the United States Air Force and the Federal Aviation Administration as of June 30, 1969. As of the same date, Boeing had orders for a total of 2071 jet airliners of various types.

AIR HISTORY (Item 12)

1891 The first aeronautical happening ever recorded in Hong Kong occurred in 1891 when an intrepid Captain Baldwin rose to an undetermined altitude in a balloon and descended (safely) by parachute.

AIR AMERICA SAFETY MEMO

BEWARE! TAKE CARE!

Courtesy: Safety Division

Lately we have been having a rash of recurring personnel accidents by employees working around aircraft. Beware of these hazards — which are present around all aircraft whether piston engine, turbo-prop or jet:

1. Blowing debris from jet or prop blast.
2. Protruding control surfaces, antennas, static wicks, open access hatches, and other projections.
3. Spilled fluids from overflow vents — oil, fuel, hydraulic fluid, water, methanol.
4. Tripping over auxiliary power cables, grounding wires, fuel hoses, air conditioning ducts, power cables, safety wires and others.
5. Fires or burns from hot brakes (including nose wheel brakes on some aircraft) or other hot objects such as lights or engines.
6. Compressed gas hazards from cylinders either on aircraft or those used to replenish systems.
7. Strains from manually handling material and equipment without getting necessary handling equipment or help.
8. Injuries from placing and removing wheel chocks, gear pins, locks, or gust locks.
9. Being struck by air stair doors opening from the inside; care should be used when approaching the probable path of opening.
10. Falling or slipping off aircraft surfaces and work stands during cleaning or maintenance — particularly during rain, high winds, or darkness.
11. Hot exhausts auxiliary power units.
12. Collision or other accidents with ground equipment.

BEWARE! TAKE CARE!