

TRIPLE	FLIGHT		AIRCRAFT FLOWN					DUAL TIME						SOLO TIME			RELEASED BY INSPECTOR'S SIGNATURE (OPTION NUMBER AND RATING)			
	FROM	TO	NAME OF AIRCRAFT	TYPE	REGISTRATION (CERTIFICATE NUMBER)	MAKE OF ENGINE	H. P. OR THRUST	AS PILOT-IN-COMMAND			AS CO-PILOT			AS STUDENT				SOLO TIME		
								INSTRUMENT	DAY	NIGHT	INSTRUMENT	DAY	NIGHT	INSTRUMENT	DAY	NIGHT		INSTRUMENT	DAY	NIGHT
<h1>AIR AMERICA LOG</h1>																				
I CERTIFY THAT THE ENTRIES ARE TRUE AND CORRECT																				
TOTAL FLIGHT TIME																				
TOTAL																				
AHEAD FORWARD																				
GRAND TOTAL																				

**MESSAGE FROM MANAGEMENT**

**BE ECONOMICAL - SAVE PACKING MATERIALS**

*Courtesy: THE AIRASIAN*

"In response to the Company's cost reduction campaign, those concerned have started a movement to save packing materials. It is hoped that all aircraft maintenance personnel will cooperate so that the yearly expenditures for packing materials can be reduced.

"To protect aircraft parts and components the Company uses the best quality of packing materials. Aside from an outer paper carton, there are inside packing materials such as the expensive wadding, foam, etc. Especially in the case of delicate instruments, great care is taken in packing to protect the item from damage. The Company's yearly expenditure for packing material came to US\$20,466.42 in 1969 at MMB at Tainan alone.

"Studies and discussions conducted by all parties concerned on the economical usage of packing materials reveal that most packing materials are reusable. As a result, the following method for usage of packing material has been worked out: Those Company employees who draw a part or a component in a package from stock are urged not to destroy or discard the paper carton and the inside packing but to use them for packaging the unserviceable item removed from the aircraft and return the item with all packing to Supply. This is easy for everyone to comply with and will result in great savings to the Company on the cost of packing materials.

"It is also emphasized that economy brings down overhead costs which, in turn, will attract more customers. This is the way to prosperity. We are sure we can expect the cooperation of all in moving in this direction.

"It is hoped and anticipated that this program also will be followed at all Bases and Stations because so much of our packaged material is shipped to these locations."

*The Management of each Air America Base and Station is requested to have this "Message From Management" translated into the native tongue of its facility and to have this translation posted on appropriate bulletin boards. — ED.*



A group of refugees gather on edge of the air strip at Moung Soui, Northern Laos. Fifty will be flown AAM C-123K shown.



**AAM EVACUATION**

Air America used three C-123Ks and three Caribous to evacuate 5,627 refugees in nine days from recently re-captured Moung Soui in North Central Laos, some 108 statute miles from Vientiane, the Administrative Capital, under contract to USAID/Laos. (Additional pix & text in next LOG. — ED.)



Carrying all their worldly possessions with them Lao refugees await Air America's planes at Moung Soui.



## UTH UPGRADES ITS PERSONNEL

by: J.J. Brennan, OM/UTH

Udorn Flight Operations personnel continue to be up-graded.

Recently, Mr. Ocha Chuenchai, OD/UTH, received his U.S. Federal Aviation Administration Dispatcher's license to become the first FAA-licensed Thai Dispatcher in Air America. He also earned one of the highest grades ever given by the sheffield School of Aeronautics, Miami, Fla., on the written portion on the examination (AAM LOG Vol. III, No. 7, p. 3).



Mr. Ocha Chuenchai, Operations Dispatcher/UTH.



Mr. Jim Alexander, Operations Manager/UTH.



Mr. Suebpong Dangsawai, Emergency Equipment Supervisor/SEA.

Mr. Jim Alexander, OM/UTH, has also received his FAA Dispatcher's license from the same school, bringing the total number of FAA-licensed Dispatchers at Udorn to five.

Still another AAM employee at Udorn to recently receive an FAA license is Mr. Suebpong Dangsawai, Emergency Equipment Supervisor-SEA; he holds an FAA Senior Parachute Rigger license.

Mr. Chuenchai came to Air America in September, 1963, as a switchboard operator; he has held several other jobs prior to taking over his present position.

Mr. Alexander, who joined the Company in November, 1965, was originally assigned to FIC/UTH. Upon receiving his FAA Dis-

patcher's license, he was transferred to an OM position.

Mr. Dangsawai joined Air America in August, 1966, after serving in the Royal Thai Air Force for 13 years. During his tour with the RTAF, he spent several months training in the United States.

\* \* \* \* \*

## UDORN X-RAYED

Recently Dr. H. P. Kao, SMO/UTH, arranged with the Tuberculosis Association of Bangkok to send an X-ray team to Udorn to take chest X-rays of: 1) Company employees, 2) Club employees, 3) all students who attend the Air America school at UTH, 4) dependents who desired to be X-rayed.

To make sure that people assisting TB Association personnel were in no danger of



Dr. H. P. Kao, SMO/UTH.

receiving excessive radiation during the examination, AAM requested United States Air Force Hospital to help our doctors in inspecting the X-ray equipment. The equipment was found to be in good operating condition.

During the three-day examination period, the TB Association personnel, assisted by our medical staff, performed 1,218 chest X-rays — including dependents. The project was considered a complete success.

\* \* \* \* \*

## AAM/UTH WINS NFPA AWARD

The National Fire Protection Association (NFPA) of Boston, Mass. conferred on Air America/Udorn a Grand Award in an Industrial Division Fire Prevention Contest it held recently. AAM was one of 30 companies to



Mr. R. B. Malicsi, Fire Chief/UTH, standing by his fire truck.

receive this Award.

The man directly responsible for Air America winning the award is AAM/UTH Fire Chief R. B. Malicsi, according to Udorn officials.



## QUESTION?

Can you name the ten largest airline companies in the world (in terms of number of aircraft)? For answer, see page 8.



## AAM LIONS ROAR

by: Captain Glenn G. Riley, AAM/SGN

Air America personnel recently held the first organization meeting of the newly-formed Tan Son Nhut Airport Lions Club at the Van Canh Restaurant in downtown Saigon.

The TSN Lions Club was the brain child of Jim Mooney, CSY/SGN, who felt that a Lions Club made up of employees of Air America and other aviation companies in the area would have a special appeal for people working in the field of aviation.

Under the expert guidance of Lion Clyde Bauer, CAT SZ/SGN, who is the Secretary-General of the Saigon Central Lions Club a program was outlined for the formation of the TSN Club. At the first meeting, AAM Captain Glenn G. Riley (10-2, C-45) was elected President and Captain Jesse Markham (Porter PC-6C) was elected Secretary of the new Club. Both have been active in Lions' activities over the past ten years.

Mr. Nguyen Van Bo, APM/SGN, was elected to the office of Treasurer. In his acceptance speech, Mr. Bo emphasized his strong



Club President Captain Glenn G. Riley addresses meeting.

commitment to Lionism — such as being of service to others above oneself — and said he was determined to help make the Tan Son Nhut Lions Club a great organization.

Mr. Merrill Hulse, BM/SGN, Mr. Ty Thiesen, ABM/SGN, Captain Felix Tidwell, MFD/SGN, and Captain Robert Hitchman, MF/RW, attended the meeting along with over 60 enthusiastic new members.

Captain Jesse Markham acted as "Tail Twister" during the meeting and provided considerable entertainment for the members by assessing "fines" for assorted infractions. "Tail Twister" Markham was able to collect 35,000 Piastres (approximately \$300.00) in "donations" before the evening came to an end. These "donations" will be used to finance such charitable causes as the membership chooses to support.

There is no doubt that, in the future, the TSN Lions Club will be able to render substantial assistance to South Vietnamese people in many areas.



Policy discussion between (l. to r.): Club President Captain Glenn G. Riley, Mr. Clyde W. Bauer, CAT SZ/SGN and Mr. Merrill Hulse, BM/SGN.



Charter Founder, Lion Jim Mooney, CSY/SGN, calls the new TSN Lion's Club Meeting to order.



r. Ty Thiesen, ABM/SGN (l.) puts piasters in pot being held by Club secretary Captain Jesse Markham as Mr. Frank Nihill, PM/SGN (seated), waits for the bite.



Captain Jesse Markham (with pot) twists tail of Mr. and Mrs. Eisenhower, S/EMD/SGN, to the tune of 500 Ps.



Mr. Nguyen Van Bo, APM/SGN, newly-elected Club Treasurer, listens attentively to Captain Jesse Markham.



Captain Jesse Markham, Club Secretary, making his acceptance speech.





## IT ALL DEPENDS ON WHERE YOU SIT...

Courtesy: "The South African Pilot"

### THE CAPTAIN

I am the Captain, I sit on the left,  
I'm very skillful and terribly deft,  
I suffer in silence when Joe on my right  
Makes all his circuits a little too tight.  
I never go crook when he drops too much  
flap,  
I like his sweet smile as he says "Sorry,  
Cap!"  
Then bashes the trim with a twist and twirl  
As he raves of the virtues and curves of his  
girl.  
I select cruising power and call for "Coarse  
Pitch,"  
Joe grabs the mixture and slams it in "Rich";  
When it's time to change tanks Joe turns  
the wrong tap,  
When I call for "Gear Up" he drops ten de-  
grees flap.  
He's late for the take-off first flight each  
morning,  
I do the run-up while Joe does the yawning;  
He's never quite sure of his check-points or  
courses,  
I fake the log while Joe swats the horses.  
When I give him a landing, he gives me the  
pip  
As the tower calls up and says "Stay on the  
strip";  
"Ignorant type," says Joe on my right,  
Then dates up the hostess for Saturday  
night.  
When the ceiling's right down and I fly on  
the gauges,  
Joe says a prayer and chants "Rock of  
Ages";  
I envy the guy who said "God is my Co,"  
Oh what I'd give him to swap him for Joe.

### THE CO-PILOT

I'm the Co-Pilot, I sit on the right  
It's up to me to be quick and bright.  
I never talk back, for I'd have regrets,  
I have to remember what the Captain for-  
gets.  
I make up the flight plan and study the  
weather,  
Pull up the gear and stand by to feather.  
Make out the mail forms and do the report-  
ing  
And fly the old crate while the Captain is  
courting.  
I take the readings and adjust the power,  
Put on the heaters when we're in a shower,  
I give him his bearings on the darkest of  
nights,  
And do all the bookwork without any lights,  
I call for my Captain and buy him a Coke,  
And I always laugh at his corniest joke,  
And once in a while when his landings are  
rusty,  
I always come through with "By gosh, but  
it's gusty!"  
So all in all, I'm a general stooge  
As I sit on the right of the man I call  
"Scrooge";  
I suppose you think that is past under-  
standing,  
But maybe some day he will give me a land-  
ing.

Contributed by:  
**Ward Reimer, A/DRM/TNN**



## SMITH NEW SZ AT CHIANG MAI

Captain John F. Smith recently took over the Station Manager/Manager Flying Department slot at our Chiang Mai, Thailand Station, replacing Captain Earl Richmond who was promoted to the position of Assistant Vice President, Flight Operations, in September, 1969 (AAM LOG VOI. III, NO. 5).

Captain Smith earned his wings as a Naval Aviation Cadet in 1952 and was commissioned a Second Lieutenant in the Marine Corps from which he was honorably discharged in 1957. He then went into commercial banking and, after a three-year s was elected a Vice President in the Lending Department.

During his banking career, Smith remained active in the Marine Corps reserve



Captain John F. Smith

and rose to the rank of Major in 1965. Among planes he flew in the Marine Corps were AD, T-33, F9F-8, FJ-3 and A4-B.

Captain Smith came to Air America in 1966 and, after brief sojourns at Udorn, Thailand and Tachikawa, Japan, was stationed at Saigon in the latter part of 1966. In Saigon, he first held the job of Acting Assistant Manager-Flying, PC-6, then became Assistant Manager-Flying, PC-6. He assumed his new duties at CNX in September, 1969.

A native of Fremont, Nebraska, Captain Smith, lives in Chiang Mai with his wife, Carolyn, and two children, Valerie, 13 and Todd, 3. His reaction to his new assignment at CNX: "GREAT!"



### CORRECTION

We regret that we made an error of omission in AIR HISTORY (Item 13) which appeared in AAM LOG, VOI. III, No. 7, p. 8. The German glider pioneer who was fatally injured in a glider crash on 9 August, 1896 was Otto Lilienthal whose name we inadvertently omitted. — ED.



### VTE SMILES

Standing in front of the Terminal Building at Wattay Airport, Vientiane, Laos are (l. to r.): Mr. Paul Butler, CSY/VTE; Mr. William R. Leonard, CASB (Chief, Air Support Branch), USAID/L and son; and Mr. Ramon Hart, ACSY/VTE.



## SAYONARA TACHIKAWA

by: J.C. Bond, ATM/OKO

At 1430 hours on 1 November, 1969 an Air America DC-6 launched from Tachikawa Air Base, Japan, as flight 821, and became the last Company plane to depart that field as flight operations were relocated at nearby Yokota Air Base. The move to Yokota was necessitated by a recent directive from the U.S. Department of Defense closing the Tachikawa runway to flight operations. The departure of N90782 saw over 19 years of continuous Company flight operations at Tachikawa draw to a close.

(Air America first started flying out of TAW in 1950 — shortly after the beginning of the Korean War — with C-46 and C-47 aircraft. The flights were called "Booklift" — as they are still called today. "Booklift" flights operating from Tachikawa carried anything the Military required them to take



Here is Air America's DC-6 N90782 on the ramp of Tachikawa Air Base, Japan.

to various locations in Korea).

On the last day, a sequence of events, seemingly narrowed the field of competitors for the "last to leave" honor to Captain R. S. Richardson's and Captain Dale Williamson's crews. At first it looked as though Captain Williamson's crew of First Officer Jim Davis, Flight Engineer Bill Cook, Flight Navigator Sam Seymour, Flight Mechanic V. K. Chung, Senior Flight Attendant Tomoko Ohzu, and Flight Attendant Trainees Mayumi Ono and Yoko Sekikine were to be the winners by virtue of an 0800 departure. This, however, was not to be the case as a call from the Air Force to provide an unscheduled aeromedical evacuation mission from Itazuke to Tachikawa caused some juggling.

Since excessive crew duty time precluded Captain Richardson's crew from completing both the air evacuation mission and scheduled flight 821, a third crew was called for duty. This crew, Captain Jim Pearson, First Officer Larry Alsop, Flight Engineer Charlie Reber, Senior Flight Attendant Moichi Tsuchiya, and Flight Attendant Mary Adachi thereby became the winners of the "last to leave" honor in what finally proved to be an unpredictable contest.

## AIR AMERICA SAFETY MEMO

### PROFESSIONALISM & SAFETY — AN INSEPARABLE TEAM

by: E.D. Dreifus, D/SAFE

Professionalism would have prevented the two accidents pictured below. One resulted from an unprofessional act by a Dornier DO-28 pilot who paid with his life; the other from an unprofessional act by maintenance personnel working on a Volpar which caused considerable damage. Both were totally avoidable.

In the case of the DO-28, the pilot lost control during climb-out and spun in. He lost control because the aircraft was over-loaded and the load was distributed beyond the plane's aft center of gravity limits. Loading of the aircraft was supervised by the pilot.

The Volpar incident occurred because a maintenance Leadman failed to pull the plane's landing gear control circuit breaker prior to working on the landing gear handle. He then left the aircraft unattended with the landing gear handle in the "UP" position. Another Leadman came to work on the Volpar's wing flap actuating motor and turned on the battery switch. The nose gear retracted instantly before he could turn the switch off again.

Irresponsible disregard of established procedures makes an employee a hazard to any flying operation, regardless of his position. To those of us who spend much of our time investigating and reporting all Company aircraft accidents, it becomes apparent that many



Careless accident—fatal. Dornier DO-28 spun in.



Careless accident—non-fatal. Volpar nose gear retracted on the ramp.

are the result of flagrant violations of safety rules and concepts.

Accident prevention and job accomplishment rely on a disciplined and professional approach to all levels of activity. Each one of us must be concerned enough to perform our jobs properly. Safety then becomes built-in.

There is no room in our Company for the so-called "good Joes" who see unsafe acts and don't report them — who give below-standard flight checks — who sign off check sheets without actually checking.

To reduce our tragic loss of life and property, we need more professional men who take genuine pride in the meticulously careful and accurate completion of a maintenance job, who are satisfied with nothing less than a perfectly completed flight and who take pride in running an organization competently.

AM personnel must be dedicated, mature and competent — in a word — professionals. We have no room for the indifferent, the immature, the incompetent, the malcontent; for people like these will eventually be only one thing to our Company — disaster.

**NEVER COMPROMISE SAFETY FOR EXPEDIENCY OR "GETTING THE JOB DONE" — BE A PROFESSIONAL.**

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

**AIR AMERICA MEDICAL MEMO**

**TEN COMMANDMENTS FOR GOOD HEALTH**

*Courtesy: Medical Department*

Here are ten commandments which, if followed conscientiously, constitute "preventive maintenance" against poor health in general and heart attack in particular. Our Medical Department urges each of you to follow these ten simple rules: 1—Do reduce if you are overweight. 2—Do restrict use of fats found in dairy products and in ordinary meats. 3—Do use vegetable oils in cookery, but not as a medicine. 4—Do avoid heavy use of salt and sugar. 5—Do favor fish, shellfish, poultry, fresh vegetables, fruits, and non-fat milk products. 6—Do eat properly rather than depend on vitamin pills. 7—Do avoid hydrogenated products. If you insist on a spread, use the newer margarines. 8—Do be sensible about cigarettes, alcohol, excitement, and business strain. 9—Do get plenty of exercise, with out-of-doors recreation and work. 10—Do see your doctor regularly.

**ANSWER TO QUESTION ON PAGE 2, COL. 2.**

The ten largest airline companies in the world (in terms of number of aircraft) are:

AIRLINE	NUMBER OF PLANES	AIRLINE	NUMBER OF PLANES
1. United	343	6. Delta	121
2. Eastern	262	7. Air Canada	119
3. American	206	8. Air France	115
4. TWA	201	9. British European	108
5. Pan American	148	10. Northwest	101

(Air America, although not an airline, operates 170 aircraft).



**"Next time you ASK me for a tail for your kite!"**

**AIR AMERICA LOG**

**Editor**

George L. Christian, III

**Published by:**

AIR AMERICA, INC.  
Field Executive Office  
Kadena Air Base, Okinawa  
APO 96239

\*\*\*\*\*

**"CAUTION IS THE OLDEST CHILD OF WISDOM"**

**EDITOR'S EDEN**

(or: shortie squibs from here & there)

**TRI-MOTOR BEECH 18**

Yessiree! It's a real, honest-to-gosh tri-motor Beech 18—not an artist's paste-not rendering. Here is all the poop we're able to scare up on this singular-looking bird. The tri-motor is "... a flying test bed operated by Continental Motors Corporation which reports only that the two outboard



The first—and so far as we know—the only tri-motor Twin Beech in flight.

engines are standard Continental TS10-520D rated at 285 hp. for take-off. The center powerplant is an experimental engine not yet in production. This new engine configuration probably gives the Twin Beech more performance and smoother operation than it with two 450-hp radial engines".

Quoted from and pix courtesy of FLIGHT MAGAZINE — ED.



**ASTRONAUT HUMOR**

When Houston Control radioed Apollo 12's crew—hurtling through space—that they were "go" for splash-down in the Pacific after the second moon landing, Astronaut "Pete" Conrad's casual reply was: "Roger, gear down and locked".



**AIR HISTORY (Item 14)**

2 July, 1900. First flight made by a rigid dirigible built by German Count Ferdinand von Zeppelin took place over Lake Constance which borders Switzerland, Germany and Austria.