

DATE	FLIGHT		AIRCRAFT FLOWN					DUAL TIME						SOLO TIME			REMARKS OR INSPECTOR'S SIGNATURE, LICENSE NUMBER AND AIRLINE	
	FROM	TO	MAKE OF AIRCRAFT	TYPE	REGISTRATION CERTIFICATE NUMBER	MAKE OF ENGINE	H.P. OR TORQUE	AS PILOT IN COMMAND			AS COPILOT			AS STUDENT				INSTRUMENT
							STATEMENT	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																		
AMT. FORWARDS																		
GRAND TOTAL																		
TOTAL FLIGHT TIME																		

VOL IV NO. 2

KADENA, OKINAWA

1970

MESSAGE FROM MANAGEMENT SECURITY DIVISION

During the past 15 years, Air America's Security Division has grown from approximately 60 people serving some 2,000 Company employees to 428 people serving over 9,000 Company personnel.

The Security Division has two major areas of responsibility: 1) protection of Company personnel, and 2) protection of Company facilities and equipment. The Security Division uses many methods to accomplish these goals. Among them are: careful screening of new employees by personal investigation to protect other employees and the Company from losses which might result from hiring dishonest personnel; impartial investigation of any complaints received by the Division; thorough and efficient use of guards — both indigenous and TCN — and guard patrols to prevent possible sabotage or pilferage of equipment or supplies and to control hazardous areas to prevent injury to Company personnel.

The very important function of fire protection and fire fighting is another Security Division responsibility which, because of its importance, will be discussed in a future MESSAGE FROM MANAGEMENT.

As in the case of other service organizations within the Company, the Security Division must be able to respond to a variety of geographical areas and languages. Most of Security's key indigenous personnel are bilingual. Language training programs are being encouraged for Security personnel throughout Air America to increase their capability as Security employees.

Many Company employees have occasion to receive assistance from the Security Division in areas which are not exactly of a security nature. Examples are: obtaining driver's licenses; handling customs problems; assisting in landlord-tenant problems; recovery of personal items lost or stolen while off base. Much of this type of assistance is available to our people because of the excellent liaison and contacts with local officials that have been built up by the Security Division over the years.

Security is everybody's job, and anything done by individual employees to enhance security can benefit all of our personnel as well as the Company.



A Royal Thai Police de Havilland DHC-4A Caribou at Don Mueang Airport, Bangkok.

ROYAL THAI POLICE

by: Jerry Fink, DLC

Air America has just started a new four-year contract with the Thai National Police, Aviation Division (TNPAD). The services to be performed include advisory services relative to all phases of aircraft maintenance and supply support to make the TNPAD totally



BANGKOK

self-supporting at contract completion except for depot level maintenance.



A Royal Thai Police Bell 204-B helicopter, also at Don Mueang Airport.

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

Mr. H. Ross Perot's chartered 707 — appropriately named PEACE ON EARTH — taxiing onto ramp at Wattay Airport.



AAM ASSISTS PEROT'S PLANE

by: J. A. Cunningham, Jr., BM/VTE

Air America recently supplied ground handling support at Vientiane, Laos, for a Braniff International Boeing 707-327C at the

request of the United States Embassy—acting through its Agency for International Development. The aircraft, chartered from Braniff by Texas computer magnate and billionaire, H. Ross Perot, was given permission to land at Wattay Airport, Vientiane, the Administrative Capital of Laos, by the Royal Lao Government's Director of Civil Aviation, Prince Tiao Sisouphanouvong.

Mr. Perot flew to Vientiane in an unsuccessful attempt to deliver food, mail and gifts to some 1,400 American prisoners of war being held in North Vietnam. Had the attempt been successful, Mr. Perot had another 707 standing by in Honolulu to fly to Vientiane with additional mercy cargo.

The Boeing, which landed at Vientiane, carried 33 passengers and 30,000 pounds of cargo; it was the first pure jet commercial airliner ever to land at Wattay.

Among AAM personnel assisting Mr. Perot's mercy mission were: "Scotty" Camburn, Senior Traffic Manager, who supervised ground handling of the 707; security for the plane and its valuable cargo was furnished around the clock by AAM's Lao and TCN security guards under the guidance of Paul J. Butler, Chief of Security; and "Mike" Wright, Acting Senior Operations Manager, who served as the focal point for furnishing the Braniff crew with airfield and clearance information, in which task he was assisted

Members of Mr. Perot's party leave PEACE ON EARTH via AAM loading ramp.



"YOU CANNOT FLY WITHOUT SUPPLY"



Forward cabin door is opened as the 707 stops. AAM ground support equipment is spotted around the plane.



through Air America communications by Fred Walker, Manager, Flying Department/BKK, and "Brad" Bradburn, Manager, Air America Ltd./HKG. Jim Cunningham, Base Manager/VTE, extended the hospitality of the Vientiane Air America Club to the entire ten "man" Braniff crew, which included three lovely hostesses, during the nearly three-day stand-by at Wattay. The crew was under the command of Captain George C. Phillips.

Even though the Boeing 707 landed early in the morning of Christmas Day, a crowd of over 300 people—enormous for Vientiane—was on hand to welcome the big green bird, emblazoned "Peace on Earth," so appropriate for the occasion.

Having been rebuffed by the North Vietnamese Embassy in Vientiane, which denied him permission to fly on to Hanoi with his mercy cargo, and failing to obtain assistance in getting this clearance from the Russian Embassy in Vientiane, Mr. Perot, his plane and party left for Bangkok on the 27th of December.

Pix courtesy: J. A. Cunningham, Jr., BM/VTE

Prince Tiao Sisouphanouvong, Director of Civil Aviation in front of Vientiane Airline Terminal.



PEACE ON EARTH takes off into the Laotian sunset.





This colorful and cleverly-executed eight-foot-high grotto, depicting the nativity, was placed in front of Air America's Traffic Terminal at Tan Son Nhut International Airport for all of our passengers to see during the Christmas Season.



This jolly St. Nick, (who, for non-believers, is AMF/SGN — Fixed Wing — Captain Fred Anderson) brought Christmas joy and toys to the little Miss on his lap. The bright-eyed youngster is Michelle Lister, daughter of AMF/SGN—Rotor Wing—Captain Dick Lister. Pix courtesy: Mrs. Dee Lister.



A tastefully decorated Christmas tree imports a holiday mood to AAM's Passenger Lounge.



SAIGON'S SPLENDID SPECTACLE

by: E. J. Theisen, ABM/SGN

Last Christmas, Saigon's Traffic Department, from laborer to manager, designed and assembled decorations depicting Holiday scenes which were displayed throughout our Traffic Terminal. Among them was a village landscape with snow-covered buildings, skaters, skiers, and sleigh riders enjoying winter sports—all with flashing lights—which imparted a touch of nostalgia for those from the snowy parts of the world.

In front of the terminal was an eight-foot high grotto depicting the nativity, built by our Utilitymen and Women under the direction of Traffic Representative "A" S. I. Yacoup. Erected on the ramp side of the Departure Lounge roof was a realistic Santa Claus with his sleigh full of presents and

propelled by replicas of Air America helicopters. Among those responsible for building this eye-catching display were Traffic Agent II P. L. Duong and Utilityman T. V. Nang.

In the lounge was a beautiful Christmas tree, resplendent with decorations, next to another colorful nativity scene of the manger.

The tree and manger were tastefully decorated by Traffic Agents Daisy, Kim, Phuong, Stella and Du Van who joined the rest of Air America Traffic personnel in wishing all passengers and fellow Air America employees "Peace On Earth—Goodwill Towards Men."

In the holiday spirit of drawing our people together, a Traffic Christmas dinner was held at the Cafeteria Annex. All indigenous and American AAM personnel, who so ably assisted Base Traffic during the year, were invited to partake a delicious 16-course dinner which was prepared and served by the Traffic staff. It was a heart-warming sight, truly exemplifying the spirit of Christmas, to watch utilitymen, clerks, supervisors and managers, all mixing together in the Cafeteria Annex, all laughing and joking while enjoying a delicious gourmet Vietnamese/Chinese dinner.

Our thanks to Mr. Dave Conley, SRTM/SGN, and his staff for a fine employee relations effort.



Another smaller grotto, depicting a different nativity scene, also graced AAM's Passenger Lounge.



Seated behind gaily-colored Christmas cards and decorations are (l. to r.): TA II Daisy, Clerk I Hue, Clerk II Hop, TA II Phuong and TA II Stella.



Graduating Vietnamese Sheet Metal Class (l. to r.): Instructor D. H. Chung, Le Thi Thai, Vo Thi Thu, Do Thi Huong, Pham Duc Huu, Nguyen Thi Tin, Tran Thi Tiem, Le Thi Tu, Nguyen Thi Be, Pham Van Ke, Instructor T. V. Trung.

VIETNAMESE UPGRADED

by: H. J. Kohler, STT/SGN

Nine Vietnamese Air America employees—two Utilitymen and seven Utilitywomen—were recently up-graded to Mechanic III after successfully completing AAM's Aircraft Base Sheet Metal course given by our Technical Training Department at Saigon.

The first portion of the course consisted of formal classroom training which introduced the students to basic materials, metal tools, layout methods, blueprint reading, and methods of bending, cutting and repairing a wide variety of sheet metal parts and structures.

When the classroom portion of the course was completed, with 142 hours of classroom instruction, the students were moved into the Technical Training Shop area to complete the On-the-Job Training phase of the course. During this phase, the students worked on sheet metal projects ranging from making a simple nameplate for their tool boxes to complicated sheet metal repairs of aircraft structures. The class was under the direction of Harvey J. Kohler, STT/SGN, and the success of the course can be attributed to the skills and enthusiasm of Sheet Metal Instructors, Mr. T. V. Trung and Mr. D. H. Chung.

After graduation exercises, during which the new graduates were presented with Air America Certificates of Satisfactory Course Completion, the nine trainees were assigned to AAM's Sheet Metal Department where they are actively engaged in the repair and maintenance of Company aircraft.



LEARNING (l. to r.): Le Thi Tu and Tran Thi Tiem in Sheet Metal Class.



WORKING (l. to r.): Pham Van Ke and Pham Duc Huu operating a Sheet Metal Brake.

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

AIR AMERICA MEDICAL MEMO

POOR POSTURE: SERIOUS HEALTH HAZARD

Courtesy: Medical Department

Anatomically, man is imperfectly designed for standing. He is even less suited for sitting. Since we're doing more and more of the latter, it is not surprising that more and more postures are going to pot.

Bad posture can be a serious health hazard. Tell an individual he has a disease and he will do something about it. But the average person with poor posture can't be shaken out of his apathy until something goes wrong with his health.

And, inevitably, something does go wrong.

For example, defective posture forces the internal organs out of place. These sagging viscera directly add to the load the intestines must overcome to perform their job. Invariably, this condition results in digestive disorders or stomach pains and often leads to chronic constipation.

Forward drooping of the head, another symptom of poor posture, puts an unnatural strain on the neck muscles. At best, this can cause neck aches; at worst, severe headaches. There also may be discomfort in the arms and fingers.

Poor posture also results in inefficient muscular support of the back, legs, knees and feet. Besides experiencing aches and pains in these areas, the individual may easily become unduly fatigued.

Perhaps the most obvious characteristic of the poor-posture syndrome is a sunken or lazy chest. Restricted chest expansion reduces the efficiency of the pulmonary and circulatory systems, curtailing the amount of oxygen delivered to the brain. Lethargy and drowsiness are symptomatic of the resultant decrease in mental alertness.

The irony of poor posture is that it afflicts so many, yet is so easily corrected in the average person. In most cases, it is essentially a matter of unlearning a bad habit. Simple, daily muscle-training exercises are required, tailored to the particular problem and the adjustment needed, and graduated to reach the desired level in a reasonable period. You should consult your doctor or an orthopedic specialist.

As posture improves, there is usually a perceptible change in physical and mental vigor. Once learned, moreover, proper postural habits become almost automatic and are retained with little effort. This is little enough to pay for good health.

AIR AMERICA LOG

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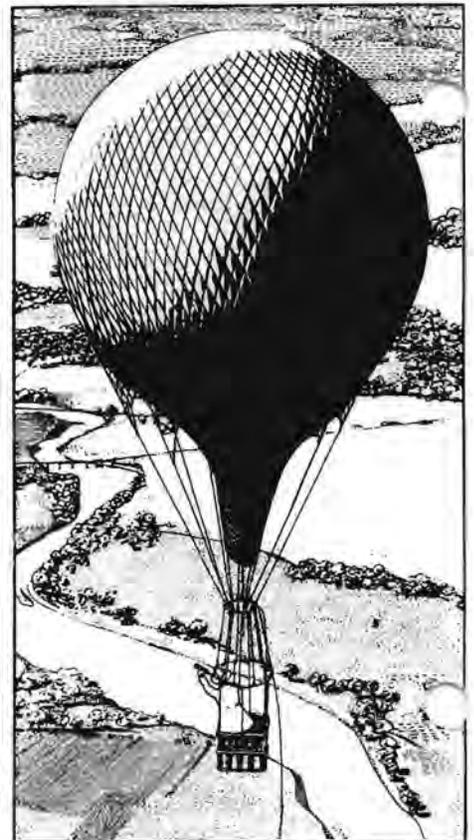
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"CAUTION IS THE OLDEST CHILD OF WISDOM"

EDITOR'S EDEN

(or: shortie squibs from here & there.)

"... AND AFTER THE SST???"

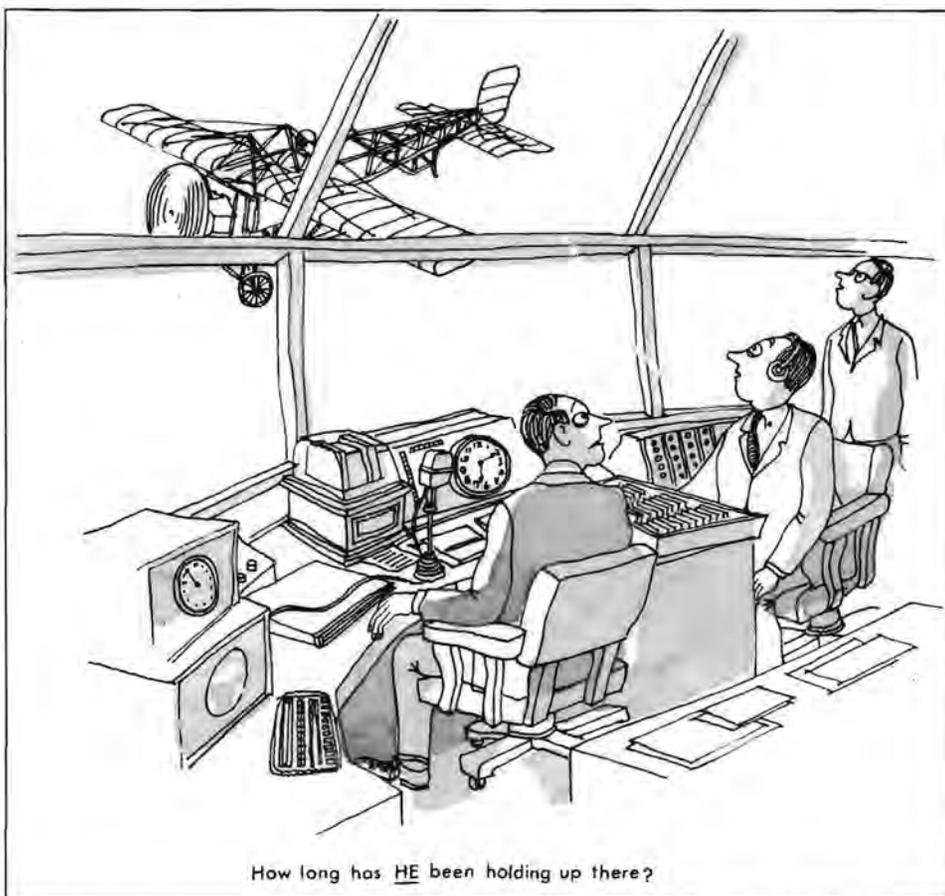


A THOUGHT FOR THE DAY:

For those of us Occidentals who are living in countries which call this the Year of the Dog—have you ever thought of what "dog" spells backwards?—ED.

AIR HISTORY (Item 15)

16 October, 1901. A dirigible airship piloted by Alberto Santos-Dumont, a Brazilian living in Paris, flew around the Eiffel Tower. The machine, which attained a speed of 15 m.p.h., was powered by a 12 h.p. gasoline engine.



How long has HE been holding up there?

Courtesy: PLAYBOY Magazine