

DATE	FLIGHT		AIRCRAFT EQUIPMENT				DUAL TIME						SOLO TIME			REMARKS OR REMARKS SQUADRON TRAINING PILOTS AND BACONS			
	CLASS	TYPE	MAKE OR SERIAL NO.	TYPE	REGISTRATION NUMBER	MAKE OR ENGINE	A. P. OR THROTTLE	DAY & NIGHT		DAY & NIGHT		DAY & NIGHT		DAY	NIGHT		DAY	NIGHT	

AIR AMERICA LOG

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MESSAGE FROM MANAGEMENT

Because I have received many, continuing reports of outrageously rude behavior by our Company's personnel towards host airlines, I have asked the LOG's Editor to re-run this MESSAGE FROM MANAGEMENT which originally appeared two years ago. It is imperative that it be read and complied with by all Company employees — not only to the letter but, more importantly, in the spirit. — PRESIDENT

DISCOUNTED TRAVEL

Air America's management has and is vigorously pursuing a policy to expand the number of existing air carrier agreements which allow our employees to travel worldwide at industry discounted fares.

To make it possible for all of us to take maximum advantage of the privilege of traveling at discounted fares, it is mandatory that we all know and understand the basic principle of such travel, which is: **when an airline grants discounted travel, this does not preclude it from selling its seats and services to full-fare passengers. Therefore, it is essential to remember that an airline accepts a reduced rate passenger as a courtesy, not as an obligation.**

Breaches of etiquette on which this privilege is based can cause the loss of discounted air travel to a given individual—or to our whole Company.

To protect our existing agreements, follow these simple guidelines:

1. Avoid public disputes with host carrier personnel over discount arrangements and procedures; rudeness shall not be tolerated.
 2. Give way gracefully to full-fare passengers if so requested.
 3. Abide by established procedures—let them take precedence over your personal desires.
 4. Airlines welcome constructive criticism. If you have a suggestion for improvement, send it via your department head to our Personnel Travel Section—not directly to the airline.
- Remember: the Personnel Travel Section is anxious to help; however, since discounted travel arrangements vary with each airline, do not feel disappointed if your travel plans cannot be arranged exactly as requested.

For details relating to employee travel, see your Personnel Manual—Travel Chapter, Personnel Administrative Procedure 70/29.



Captain "Pappy" Hayes at retirement luncheon holds plaque just presented to him by President Hugh L. Grundy.

Captain Charles "Pappy" Hayes became the first Company line pilot to retire; he turned 60 in 1970.

To pay tribute to Captain Hayes, parties were given for him at both Taipei and Japan. At Taipei, President Hugh L. Grundy, J. W. Walker, Jr., VPFO, and D.E. Teeters, DFD, gave "Pappy" a farewell luncheon recently which was attended by many Company executives. Locale was particularly fitting for golfing enthusiast Hayes—the luncheon was held at the Taiwan Golf & Country Club, where President Grundy presented "Pappy" with a personal plaque commemorating his retirement.

After the luncheon, Mr. Grundy summarized Captain Hayes' career: he was born in Salem, Mass. in 1910. He started flying in 1934 by engaging in a career of barnstorming and skywriting. Later, he flew tri-motor Stinsons for Mayflower Airlines which operated in New England.

"Pappy" became a naval aviator in 1942. He left that service six years later with the rank of Lieutenant; he had 7,500 hours to his credit. He joined a predecessor Company in Shanghai, China, in June of 1948 and became a Captain in November 1948.

In Japan, John K. Condon, the Company's Chief Flight Engineer, organized a golf tournament at the South Camp Drake Golf Course, Tokyo, which was followed by a party. Some 48 of "Pappy's" friends in the Tokyo area joined in to make the golf tournament and party a tremendous success.

At the party Captain Hayes was presented many gifts including a sterling silver punch bowl and serving tray with the names of all who participated in this farewell engraved on the tray. Probably the most momentous moment came when the Japanese employees of the golf course presented "Pappy" with a Japanese flag with all their names written on it. The day was a fine tribute to a great guy and fine aviator.

In the 22 years he flew for the Company, Captain Hayes became qualified on the C-46, C-47, C-119, DC-4, DC-6 and Boeing 727 aircraft. "Pappy" accumulated a total of 17,200 hours with the Company which, added to his previous flying time, gave him a total of 24,700 hours — all accident-free.

Proficiency Check

Captain C. E. Hayes' proficiency check flight was administered by Captain D. H. Smith dated 12 November, 1969 on a Boeing 727. Here is Captain Smith's report:

"This was Captain Hayes last proficiency flight check before reaching the mandatory retirement age of 60 years. This was a well conducted flight from beginning to end. Hayes was well prepared for the flight.

"The row data, coupled approach and two engine ILS were flown down to 100 ft. under the hood. The two engine ILS landing was rejected at 100 ft. followed by a two engine circling approach/landing. Hayes has an excellent knowledge of the aircraft, normal procedures and emergency procedures. Hayes is well qualified as a captain."



COMMENDATION

14 May 1970

Base Manager/Mr. C. J. Abadie, Jr.
Air America Inc.
Udorn RTAFB, Thailand

1. On behalf of the Udorn Royal Thai Air Force Base Fire Department (USAF) I take this opportunity to extend sincere appreciation to Fire Chief Ricardo B. Malisci and the Air America Fire Department for the rapid and effective manner in which they responded to our emergency call 10 April 1970.

2. At 1408 hours, 10 April 1970, an RF-4C aircraft crashed into the cantonment area at Udorn Royal Thai Air Force Base and ignited ten (10) buildings. When an enormous cloud of smoke was observed in the vicinity of the Base Officers Quarters we realized that a conflagration existed and that we urgently needed the assistance of Chief Malisci and his firefighting force to effect fire control, rescue, and extinguishment. Their response to our request for assistance at 1410 hours was instant and effective. Without regard



UTH Fire Chief Ricardo B. Malisci standing in front of an AAM fire truck.

for their safety, Chief Malisci and his firefighters were exposed to intense heat, toxic smoke, and falling debris for more than two hours fighting the disastrous fire. They manually extended from their fire apparatuses, three (3) two and one half (2½) inch hoses four hundred (400) feet in length into the conflagration area and applied water to burning and exposed buildings. Their action prevented fire from propagating to several buildings located northeast of the fire. Without aid from the Air America Fire Department, control of the fire could not have been attained as soon as it was; consequently, at least three other buildings and their contents would have been destroyed.

3. The courage, physical endurance, and professionalism displayed by Chief Malisci and his firefighters reflect credit upon themselves and the Air America, Inc.

Signed
THEODORE KATE, Colonel, USAF
Commander



Thai UH-34D pilots — new and old — in front of a UH-34D at Udorn. Rear row, standing are (l. to r.): First Officers Sompong Maneewun, Tongkam Sougounpan, Kiatliyas Vongprasert, Van U-Muang, and Captain Boonchoo Na Nakornphanom. Next is Captain E. Wayne Knight, Chief Pilot/Rotary Wing, UTH. Front row, sitting are (l. to r.): First Officers Serm Swangpan, Saneh Srisapoom, and Manus Disoum.

THAI'S CHECKING OUT AS CHOPPER PILOTS

Recently, seven Thai pilots joined the Air America UH-34D helicopter program at Udorn, Thailand. Each of the pilots had gained considerable UH-34 flying experience in the Royal Thai Air Force before coming to Air America.

Ground School curriculum is taught the pilots in considerable detail (see box below). Length of ground school course is 45 classroom hours.

In addition to satisfactorily completing school, to check out as First Officer, pilots require from eight to twenty hours of local flight training, depending on the capability of the individual pilot.

Four of the new group of Thai pilots — Sompong Maneewun, Tongkam Sougounpan, Van U-Muang and Manus Disoum — checked out as First Officers with little more than a month's training. And one of this group, S. Maneewun, recently checked out as a UH-34 Captain.

Two Thai UH-34 pilots — Boonchoo Nakornphanom and Boonrat Com-Intra have been flying the Sikorsky choppers for AAM as Captains since 1967.

Captain Nakornphanom graduated from Flying Training School at Korat, Thailand, and went directly to the Royal Thai Air Force with whom he was a pilot in the 63rd Squadron, based at Don Muang for seven years before coming to Air America early in 1967 as a First Officer, Rotary Wing. He was quickly promoted to Captain.

Captain Com-Intra, after graduating from a Bangkok Dramatic School where he majored in music, entered the Korat Flying Training School where he graduated in two years and also joined the RTAF's 63rd Squadron at Don Muang. He left the RTAF and flew for Bird & Son for two years before joining AAM in late 1966 as a First Officer, Rotary Wing. He was promoted to Captain in a matter of months.

Captain E. Wayne Knight, Air America Chief Pilot/Rotary Wing at Udorn, has taken a keen personal interest in the training and development of the Thai pilots.

UH-34D HELICOPTER GROUND SCHOOL CURRICULUM

1. General Description

- a. Dimensions
- b. General arrangement:
Exterior and Interior

2. Engine

- a. General Description
- b. Carburetor
- c. Starter System
- d. Engine Exhaust Collector System
- e. Power Package
- f. Carburetor Air Induction System

3. UH-34D Helicopter Systems

- a. Rotor Systems
- b. Transmission System
- c. Engine Oil Supply System
- d. Transmission Oil System
- e. Fuel Transfer System
- f. Fuel Ejector System

UH-34D Helicopter Systems (Cont'd)

- g. Electrical Power Supply System
- h. Flight Control System
- i. Automatic Stabilization System
- j. Landing Gear System
- k. Wheel Brake System
- l. Instruments
- m. Heating System
- n. Ventilating System
- o. Communications and Associated Electronic Equipment
- p. Lighting Equipment
- q. Auxiliary Power Unit (APU)
- r. Hydraulic Hoist
- s. Emergency Equipment
- t. Miscellaneous Equipment

4. Aircraft Fueling and Servicing

5. Aircraft Operating Limitations



AFD FALLS OUT OF C-46--PARACHUTES SAFELY TO EARTH

by: G. L. Christian, Editor

Air America Air Freight Dispatcher Thavee Homhuan recently fell out of a C-46 (83N) while making a rice drop at Ban Nam Thao in North Laos; he parachuted to safety and sustained only minor injuries. His left hand was slightly cut where the static line he was holding was wrenched from his grasp, he also sustained a cut on his right cheek when he brushed against a tree on landing.

As soon as the Air Freight Dispatcher in charge of the flight, Khamouth Sousadalay, saw Thavee start to fall from the plane, he grabbed Thavee's legs in an effort to hold him back, but Thavee was too heavy and Khamouth could not restrain him. The instant Khamouth saw Thavee clear the aircraft and observed his parachute to open, Khamouth ran forward to the cockpit to alert Pilot-in-Command J. A. Walsh who immediately radioed for help and started circling the scene of the accident. Within minutes, an Air America UH-34 chopper (H-62) arrived at the scene and picked Thavee up. Pilot of H-62 was Udorn-based Captain I. Freedman who brought Thavee back to Vientiane where an Air America ambulance and medical team awaited him on the ramp to drive him to the AAM clinic for a physical check-up.

Except for his hand and face scratches he was uninjured.

Cause for the incident is not completely known. It is believed, however, that just as a pallet of rice (weight: 864 pounds) was being pushed from the plane, wind whipped the pallet static line behind Thavee and forced him out of the aircraft's open door.

Corrective action immediately taken was to fold all pallet static lines over several times to eliminate any slack and stitch the folded line with break cord.

* * * * *



Captain E. G. Adams, flying a C-46 on a rice drop mission, peers out of cockpit in search for Drop Zone in North Laos.



Air America Air Freight Dispatcher Thavee Homhuan walks away from AAM chopper H-62 which rescued him after fall from a rice drop C-46 and flew him back to Vientiane, Laos.



AFD Thavee smiles for cameraman; lump on right cheek resulted from brush with tree while parachuting to safety.



With a big grin and giving a thumbs-up sign, AFD Thavee is driven to AAM's clinic at Wattay Airport in Company's ambulance.

AIRCRAFT CRASH, FIRE AND RESCUE TRUCK, TYPE 0-10

The 0-10 foam type crash truck is a self-contained fire fighting vehicle designed for emergency rescue work and for combating fire hazards. The vehicle is designed for operation at relatively high speeds over any type of open, rolling or hilly terrain under all weather conditions. This type truck carries a 500 gallon water supply and 50 gallons of liquid foam concentrate, which, when metered in proper proportion, generates approximately 6000 gallons of fire-smothering foam; it can be discharged in two minutes. Discharge is accomplished through a remotely or manually controlled turret nozzle, two 100-foot reel-wound hose lines, three ground sweep nozzles mounted on the lower front panel of the truck, and two under-truck nozzles. The type 0-10 truck requires a 4-man crew.



Fire trucks Nos. 3 and 2 (type 0-10) leaving AAM's Fire Station at VTE for a drill.



A drill fire is ignited as fire engines and firefighters are positioned.



Fireman Leader Ratana Vonghorat demonstrates the proper way to wear protective clothing.



A fire raging through a residential area in Vientiane to which both USAID/L and Air America Fire Brigades responded.



Fire truck No. 2 and its crew (l. to r.): Fireman Prayounh Thongphanh, Fireman Leader Thao Pho, Fireman Driver Srinouan Sonevang, Fireman Binh Vongsao.



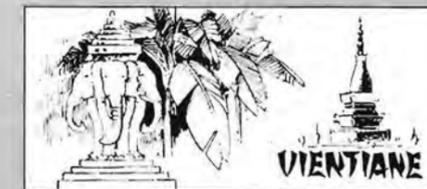
After the fire has been extinguished, firemen stand by to guard against "flashback" (re-ignition).



Asbestos-suited and helmeted firemen extinguishing the last, small flames.



Fire engines and firemen attack the drill fire.



VIENTIANE'S FIRE EATERS

by: **W. W. Holden, Fire Chief/VTE/MFP/SEA***

The primary responsibility of Air America's Fire Brigade at Wattay Airport, Vientiane, Laos, is to provide fire protection—not only for AAM's aircraft, buildings and facilities—but for everything at the airport, regardless of ownership.

The VTE Fire Brigade performs many functions, among them are: fire prevention inspections; maintenance and inspection of Company fire extinguishers at all AAM facilities throughout Laos; periodically operating a school which gives courses in such subjects as the use and operation of various types of fire extinguishers, the proper use of extinguishing agents, and which type of extinguishing agent is most effective to put out a given type of fire. While the school is conducted primarily for Air America employees, other interested personnel—such as people from Continental Air Services and various U. S. Agency for International Development/Laos associations—are encouraged to attend our fire fighting classes.

The U. S. Mission Guard Service Fire Brigade gets its training from Air America's Fire Brigade (The U. S. Mission Guard Service comes under USAID).

During the past years, due to the fact that the city of Vientiane had no fire brigade of its own, the U. S. Mission and the AAM Fire Brigades have responded to all fires in the city and surrounding area. Through a mutual aid agreement, the Air America Fire Chief directed all fire fighting operation in Vientiane regardless of the location of the fire or ownership of the property involved.

The city of Vientiane is presently developing a Municipal Fire Brigade. To create a nucleus for this group, Air America's Fire Brigade has conducted a one-year basic fire-fighting training course for 30 members of the local Police Force. The city of Vientiane has recently received some new fire trucks and AAM's Fire Brigade is providing training instruction in the use of this equipment. The three Fire Brigades have a mutual aid agreement whereby each Brigade provides assistance to the other on request.

The AAM Fire Brigade has expanded to provide fire protection at the air fields at Pakse, Savannakhet, and Louang Prabang. An R-2 rescue vehicle and seven firemen are being stationed at each of these sites.

* MFP/SEA—Manager, Fire Protection, Southeast Asia.



EDITOR'S NOTE: It is not very often that Air America personnel have the opportunity to observe—and to photograph—a rice drop in a ground-to-air situation. We recently had that opportunity at a site in Northern Laos called Ban Na Kouang, having been flown there in a Porter PC-6C piloted by Captain K. D. Nolan. The photos are at the left; the captions are below.

1. First two pallets of rice fall from an Air America C-46 flying about 800 feet above terrain. First pallet can be seen below the aircraft; second pallet looks like a large tail wheel.
2. Rice bags of two pallets — now well clear of the plane — start to disperse. Pallets are purposely packed to have the nine 40 kilo bags per pallet disperse in the air to reduce possibility of breakage upon impact with the ground.
3. Nine rice bags of first pallet (lower group) have dispersed nicely as they plummet to DZ (Drop Zone) at Ban Na Kouang. Rice bags of second pallet are still dispersing (upper group).
4. First few rice bags hurtling to DZ — which was only recently hacked out of North Lao jungle — are visible above the hills surrounding the area and in white circles. Rice bag velocity at impact has been calculated to reach approximately 135 mph.
5. Last four bags of rice about to impact DZ (inside white circles). Light cloud on ground between the bags was caused by bag bursting upon impact with free stump. Heads of villagers, poised to pick up air-dropped rice, can be seen in foreground.

AIR AMERICA LOG ★ AKLAT SULATAN NG AIR AMERICA

AAM PILOTS GET UNIFORM CHANGES

by: T. H. Penniman, A/DFD/TPE

In January of this year, Air America introduced some changes in the Company's Southeast Asia uniforms for cockpit crew members.

Four-stripe epaulettes and "scrambled eggs" on hat visors now identify Captains, while three-stripe epaulettes identify First Officers. Also introduced was a soft, baseball-style cap which is more comfortable to wear in certain of our aircraft than the conventional garrison hat.



Captain Earl Richmond, AVPFO/TPE, wearing new uniform with baseball-type cap.



L. Waller, Captain C7-A/SGN, wearing new uniform with garrison hat.



H.C. (Harry) Kwan, Senior First Officer/C-47/SGN, wears new three-stripe F/O epaulettes.

These uniform changes, however minor, have been very well received by our air crew members.

Particularly popular is the new baseball cap because of its utility. Being small and compact, it is easy to wear while flying an aircraft; it provides ample shade for the pilot's eyes and, compared with the garrison cap, eases the using of headband type headsets while wearing the cap.



An AAM Porter PC-6C parked in front of Traffic-Operations-Administration Building at Nha Trang, South Vietnam.



A Company Volpar in the hangar at Nha Trang. Note safety slogans.



Miscellaneous cargo being off-loaded from an Air America C-46 at Nha Trang.

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

AIR AMERICA MEDICAL MEMO

VITAMINS & YOUR HEALTH (Part I)

Courtesy: Medical Department

Here are some hard facts concerning vitamin pills: some people take a vitamin pill daily "just to be safe." And that is probably as valid a reason as any. Another good reason, of course, is a doctor's prescription, either to correct a specific vitamin deficiency or to supplement a reducing diet.

But many down them like jelly beans, seeking the easy shortcut to health promised by the propagandists. And this is as specious a reason as any.

All the known vitamins and most nutritional minerals are present in healthful abundance in the foods available at your grocer's. If you are eating a varied diet of wholesome foods (which haven't been overcooked nor abused with baking soda), you undoubtedly are getting sufficient vitamins.

On the other hand, if your diet is qualitatively suspect, you probably would benefit from a daily vitamin pill. Remember, however, that vitamins won't make an unbalanced diet nutritious. You can't eat a steady diet of hamburgers, French fries, and cola and remain in good health, no matter how many vitamin pills you swallow.

All vitamins cannot be discussed here. We shall confine our remarks to these three: E, D, and C.

Vitamin E has been the subject of more nutritional nonsense than perhaps all other vitamins combined. It has been called the "fountain of youth," which is ridiculous on the surface. Another claim — that it's "good for sterility" — is equally absurd.

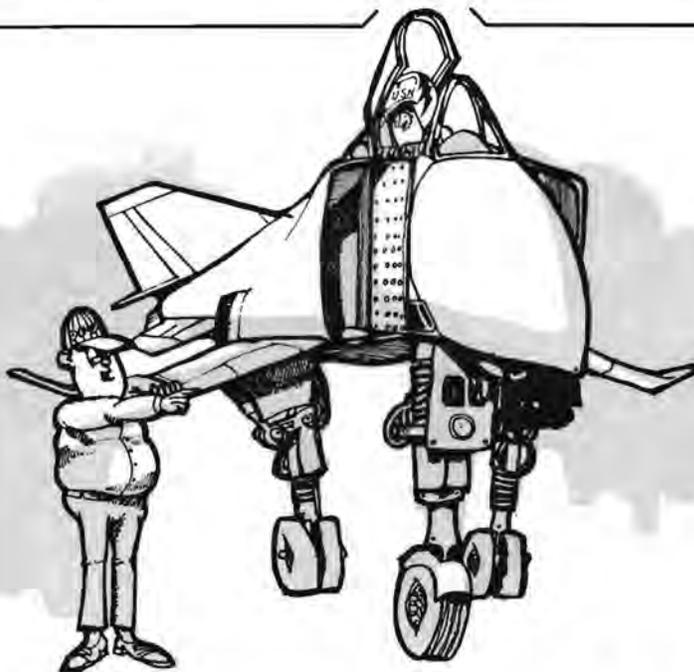
This important vitamin needs no such exaggerated drumbeating to justify its worth. Believed useless by medical scientists for years, it can correct a serious abnormality of the red blood cells in premature babies. It also prevents the vegetable fats in the body from becoming rancid. Since vegetable-fat diets are gaining acceptance in our society, vitamin E promises to play an even greater role in the future.

Moreover, recent research has disclosed that low levels of this vitamin may be associated with cystic fibrosis and other diseases.

Weight lifters and athletes have for years taken vitamin E in the form of wheat germ oil, where it is found in abundance. And while they have been widely derided, recent experiments tend to corroborate some of their claims. For example, a study of an Australian rowing team indicated that vitamin E is of value in increasing stamina and delaying fatigue.

Although the United States Pharmacopoeia has recommended that vitamin E be included in multivitamin preparations, the Food and Drug Administration has not yet proposed a minimum daily requirement.

(To be continued in LOG VOL. IV, No. 5)



"No, son, this is a destroyer ... Now the ship you want is about two miles ..."

AIR AMERICA LOG

Editor

George L. Christian, III

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"CAUTION IS THE OLDEST CHILD OF WISDOM"

EDITOR'S EDEN

(or: shortie squibs from here & there)

PITHY PROSE

Do you think politicians' set speeches today leave something to be desired? Have a look at what Senator William McAdoo said about the perorations of President Warren Harding: "His speeches leave the impression of an army of pompous phrases moving over the landscape in search of an idea. Sometimes these meandering words actually capture a straggling thought and bear it triumphantly, a prisoner in their midst, until it dies of servitude and overwork."



FORMERLY A HELIO



This mangled mass of metal was an Air America Helio Courier based in Saigon. It made a forced landing in a South Vietnamese rice paddy and did not even pop a single rivet and the pilot was unscathed. Then why this bundle of bent aluminum? It was dropped from 3,000 feet by a retriever chopper.



AIR HISTORY (item 16)

8 December, 1903. An aeroplane, built by Professor Samuel Pierpoint Langley, was launched from a house-boat moored in the Potomac River near Widewater, Va. The machine, piloted by Charles Manly, was damaged when it faltered and fell in the river.