

DATE	FLIGHT		AIRCRAFT FLOWN				DUAL TIME						SOLID TIME			SIGNATURE OF SUPERVISOR (INCLUDES EXTENSION NUMBER AND PHONE)	
	AIRLINE	TYPE	MAKE OF AIRCRAFT	TYPE	REGISTRATION (CERTIFICATE NUMBER)	MAKE OF ENGINE	N. O. SER. NO.	AS PILOT-IN-COMMAND		AS CO-PILOT		AS STUDENT		INSTRUMENT	DAY		NIGHT
								INSTRUMENT	DAY	NIGHT	INSTRUMENT	DAY	NIGHT	INSTRUMENT	DAY	NIGHT	
<h1>AIR AMERICA LOG</h1>																	
<small>           I CERTIFY THAT THE DURING THIS TRIP WAS CONDUCTED            TOTAL TIME            HOURS: MINUTES            DURING TOTAL         </small>																	

**MESSAGE FROM MANAGEMENT**

**DATA PROCESSING (Part 1)**

by: **John T. Burnite, Jr., A/DPD TPE**

*(Editor's Note: An outline of the Data Processing Division's activities will appear in two consecutive issues of the LOG. The first here, describes the Division's organization; the second will describe Division's functions).*

Our Data Processing Division (DPD) services Air America's data processing requirements in a wide variety of operations throughout the Company's structure.

Presently, DPD operates on a decentralized plan.

At Hong Kong, an AAM staff of 10 collects and arranges data concerning the Company's operations in Southeast Asia and other areas. Raw data are sent to Hong Kong via teleprinter or airmail from Air America Bases in Vientiane, Udorn, Bangkok, Saigon, Yokota and other places. Monthly reports covering various phases of flying operations — such as aircraft flight log analyses and flight crew cost reports — are printed out on an International Business Machine computer in HKG. AAM buys the computer service.

In Taiwan, Air Asia also performs various data processing services for Air America.

In Taipei, Air Asia's DPD staff of 20 assembles data from which nine different Accounting/Management Control systems for various offices are prepared. Examples are: personnel rosters & statistics, control stock items and regional supply systems.

In Tainan, an Air Asia Data Processing Unit (DPD) of 16, key punches daily records covering numerous phases of maintenance operations at that Base; example is general maintenance accounting. TNN has three encoders and an off-line printer which assemble these data which are then transmitted via microwave to another encoder at DPD/TPE which records the information on tape. This tape is then run on an IBM computer in TPE, time on which is also bought.

To provide the service required at all management levels, DPD components require orderly synchronization. Key Machine Operators receive raw data from many sources and compile tapes (or cards) in suitable computer running format. Programmer/Analysts prepare and maintain programs/systems for proper sequential computer presentation. Senior Programmer/Analysts resolve any changes

*(continued on p. 5)*



Yokota's retiring employees with General Manager/Japan and interpreter: (l. to r.) Mr. Y. K. Laio; Mr. P. Y. Liang; "Doc" Lewis; Mr. C.L. Hsu; and Mr. C. F. Hsieh, AAM's Mgr., Crew Scheduling, who acted as interpreter at the farewell dinner party.



**THREE TOP YOKOTA MECHANICS RETIRE**

by: **Y. L. Chow, Security Rep./OKO**

Three of Air America's top mechanic personnel at our facility at Yokota Air Base, Japan, reached retirement age last July. The men are: C. L. Hsu, Leadman 1/c; P. Y. Liang, Sr. Mechanic; and Y. K. Laio, Mechanic 1/c — all of RMD, OKO.

Prior to joining Air America, Inc. all three men had worked either with the American Volunteer Group (AVG), the 14th Army Air Corps, or with an air transport company organized on the China mainland by the late General Claire L. Chennault, famed founder of the Flying Tigers.

All three men joined Air America's predecessor Company, C.A.T. Inc., in 1950 to

meet the increased aircraft maintenance requirement resulting its being awarded the "Booklift" contract which just came to an end last June 30 (see center spread of this issue, p. 4-5). Coincidentally, after 20 years with the Company all three men became eligible for retirement as the "Booklift" contract terminated.

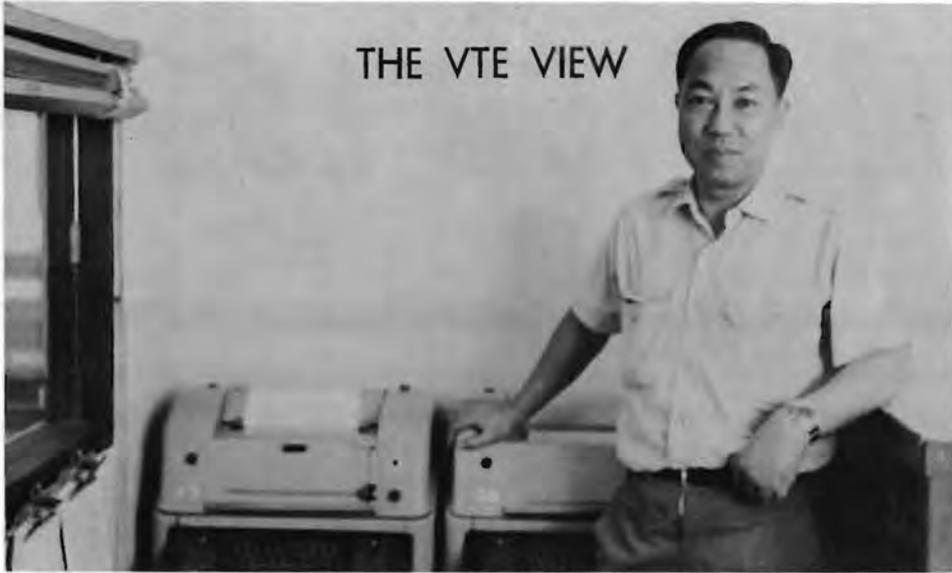
To commemorate this triple-retirement and in honor of their long service with the Company, a farewell dinner party was given for the three men at a Chinese restaurant in nearby Tachikawa. Among the 37 co-workers and supervisors who attended the festivities were Mr. Ronald E. "Doc" Lewis, General Manager/Japan, and Mr. John A. Altamira, Special Assistant — Director of Personnel.

The three retirees had collectively spent an impressive 85 years working in various facets of aviation of which 59 years were spent with our Company.

The men's supervisors deeply regret losing three such loyal and dedicated employees.

All AAM personnel at TAW/OKO join in wishing all three men the best of luck and success in the future.

# AIR AMERICA LOG ★ エア・アメリカ・ログブック



## VIENTIANE OPERATIONS

Mr. C. S. Wei, Weather Forecaster 1/c/VTE, stands besides weather teletype machines in his office at AAM's VTE Base.



## VIENTIANE ACCOUNTING

Miss Khing N-geune Singaraj, Lao Clerk II, Accounting, poses prettily on lawn outside of AAM's Administration Building at Vientiane.



## VIENTIANE FLYING DEPARTMENT

Gordon V. Smith, Captain, C-46/VTE, searching for a rice Drop Zone over Northern Laos.



A smiling Lao mountaineer, beret draped jauntily over his right ear, seems pleased to have his picture taken by the right main landing gear of an Air America Caribou. The aircraft had just landed at his village, Phou Kong, which is approximately 135 statute miles northwest of Vientiane, just inside the Lao-Thailand border. Airstrip data: elevation — 4,400 ft.; length — 1,300 ft.; width — 50 ft. surface — grass/dirt.

**"YOU CANNOT FLY WITHOUT SUPPLY"**



## CAPTAIN CHARLES E. "PAPPY" HAYES' TOKYO RETIREMENT CELEBRATION

The pix below were taken at Captain "Pappy" Hayes' retirement party which followed a golf tournament at the South Camp Drake Golf Course, Tokyo. The affair was attended by some 48 of "Pappy's" friends in the Tokyo area. "Pappy", the first Air America Captain to reach retirement age (AAM LOG VOL. IV, No. 4, p. 1) had returned to AAM prior to retirement, after serving several years in the employ of Southern Air Transport's Pacific Division while on leave from Air America.



1. Shown (l. to r.): "Doc" Lewis GM/J; Captain "Pappy" Hayes; Captain T. Sailer; Mr. Okafuji, "Pappy's" close friend and golf partner.



2. "Pappy" surrounded by friends; First Officer E. W. Cate (l.) and Flight Engineer J. N. Hansen (r.).



3. "Pappy" wields cake-cutting knife at his retirement party; his golfing partner, Mr. Okafuji is at right.



4. "Pappy's" party cake, measuring about 18" x 24", is decorated with a pair of golf greens and a DC-4/6-looking airplane. It bears this inscription: "Farewell Pappy Hayes — Good Luck & Health in the Future."



5. "Pappy" Hayes beams broadly as he displays Japanese flag presented to him by Club caddies. It was autographed by each caddie and Club employee and is one of "Pappy's" proudest possessions.



6. Chief Flight Engineer John Condon presents "Pappy" with sterling silver punch bowl, 12 cups and a platter on which were engraved the names of all who participated in "Pappy's" retirement golf tournament. "Doc" Lewis looks on (l.).



7. "Pappy" holds wooden base on which is mounted a Boeing 727 tail skid cartridge. "Pappy" smiles as he reads inscription on plaque which was described as "appropriate comments".



Crew of last "Booklift" flight (l. to r.): Captain M. W. Shaver, First Officer J.M. Bannerman, Flight Attendant R. Saito, Purser S. Tong.



Passengers — both Oriental and American — on last "Booklift" flight, boarding N12190 at Yokota.



"Old Faithful", Air America's DC-4 N12190, takes on last "Booklift" cargo.



Final "Booklift" Maintenance Crew, (l. to r.): Front row: Y. Nakayama, Asst. Crew Chief; M. Takano, Mech. I; K. Tanzawa, Mech. I. Rear row: Al Pitts, STS; F. C. Lam, Sr. Inspector; M. Harada, Mech. I; H. Kawashima, Leadman II; S. Yoshioka, Leadman; H. Sugizaki, Mech. II; M. Kumasaka, Utilityman II; H. Ohno, Mech. II.



Final "Booklift" Traffic Service was performed by (l. to r.): TA II K. Hosoi, Utilitymen K. Iwasaki, G. Machida, T. Ohshima.



THE END OF AN ERA: "BOOKLIFT" 1950-1970

by: Homer Little, FOTD/OKO

Remember the Korean War — President Harry S. Truman — the recall of General Douglas MacArthur?

Well, how about "Booklift"? Just two decades ago, on 10 September 1950, to be exact, Air America began its first "Booklift" flight from Japan; this became a continuous operation that spanned a 20-year era.

On 30 June 1970, at 1900L, the last Air America "Booklift" flight departed Yokota Air Base, Japan. As usual, AAM Flight 812 blocked out on time bound for Iwakuni and Itazuke; it returned on schedule, seven hours later to terminate this long-term operation.

During the lifetime of "Booklift", Air America crewmen assigned to the operation logged some 179,238 hours flying time — that's a lot of time in anybody's book!

Looking back to the good old days, Ronald E. "Doc" Lewis, GM/Japan, who has lived with "Booklift" since its inception, recalls the variety of aircraft, including the C-46, C-47, DC-4 and DC-6, used to accomplish our "Booklift" missions.

"Doc" stated, on the departure of the last flight, that "Many of us felt remorse and a definite sadness to see it all end... Yes, it's been a long long time."

Pix by: K. Yamamoto, TFC REP "A"/OKO



Ronald E. "Doc" Lewis, GM/J/OKO

(continued from p. 1, col. 1)

with the offices from whom reports are generated, assist programmers, control workflow, and resolve the more complicated programming problems. Manager of Systems Design & Analysis coordinates technical matters for the entire division and becomes involved in inter-Divisional/Office planning. The Administrator manages all aspects of Data Processing Division.

DPD employs 46 people and operates under the Treasurer/Controller's office.

(To be continued in LOG VOL. IV, NO.7)



## AAM BASKETBALL TEAM WINS OPENING GAMES

by: A. S. Licup, AES/SGN

Air America's basketball team — appropriately named Flyers — reaped two successive wins in the opening games of the Philippine Basketball Invitational Tournament played in Saigon recently. At play — as at work — Air America personnel displayed genuine professionalism, teamwork and skill as they garnered landslide victories.

The team was initiated by Mr. Francis Nihill, PM/SGN, in response to the Basketball Invitational Tournament launched by the local Philippine Embassy for the Philippine Independence Day. At the opening games Mr. Boyd D. Mesecher, MTS/SGN, visited with the Air America team members and conveyed to them much appreciated moral support. A large crowd from Air America's Technical Department also offered real support plus loud, boosting cheers.

Air America's colors flew proudly in the air as our blue-uniformed players poured in jump shots and scored with beautiful drives. AAM's team was competing with seven other companies in Saigon, such as Page Engineers.

Unfortunately, as the season wore on, Air America's fortunes faded. At season's end — despite valiant efforts and inspired play on the court — our team finished the season with a record of four games won and three games lost for a team standing of third place out of eight teams.

Team Manager, S. Pronuncial says "the team has high hopes for a better showing next year."

\* \* \* \* \*

### Photo Captions:

1. Air America's handsomely-uniformed basketball team. Front row (l. to r.): R. David; W. Labrador; J. Bermudez; R. Furiscal; G.M. de la Cruz, Playing Coach. Rear row (l. to r.): E. Menguito; S. Sanchez; R. Valdez; S. Pronuncial, Manager; A. Licup; R. Lee; D. Arceo; R. Aguirre.
2. At the opening ceremonies, Air America's basketball team proudly displays its Company banner but something is obviously missing — a Queen (see competitor's of right).
3. Game against Page Engineers in full swing. R. Aguirre, AAM forward, leaps high in the air to score a basket, while R. Valdez, AAM guard, waits for a rebound. Air America triumphed by a score of 69-52.

\* \* \* \* \*



AAM Bell 240Bs on SGN ramp.

AAM PHOTO ALBUM



**C - 46**



Storekeeper A.P. Dumo issues a Volpar wheel to Mechanic P.R. Carag at Air America's station at Nha Trang, South Vietnam.



Mr. L.B. Andrada, ATM/NHA (right) standing at our ticket counter with (r. to l.) Traffic Agents Misses Quanh, Chut and Huong.

## AIR AMERICA LOG

Editor

George L. Christian, III

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"CAUTION IS THE OLDEST CHILD OF WISDOM"

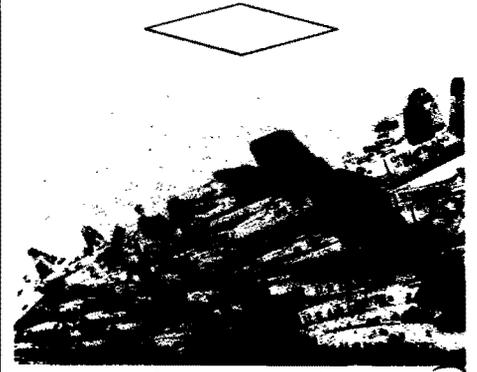
### EDITOR'S EDEN

(or: shortie squibs from here & there)

#### NOTE FROM THE EDITOR:

We are inaugurating a new section on page 7 of this issue of the LOG. Called AIR AMERICA PHOTO ALBUM, it will feature — whenever available — unusually good, crisp pix of Company aircraft on the ground or in flight.

We urge any of our readers who have outstanding shots of our aircraft to send them along for possible inclusion in the PHOTO ALBUM. All pix used will be accredited and returned. — ED.



What a way to go!

#### LITTLE HAS CHANGED...

"We learned hard... But it seems that every time we were beginning to form up into teams, we would be reorganized.

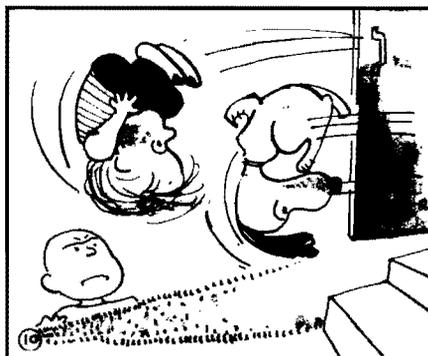
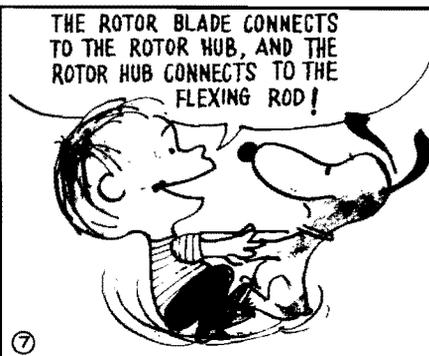
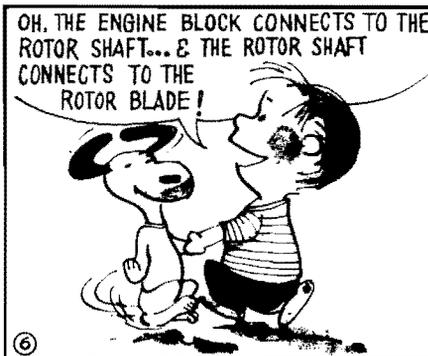
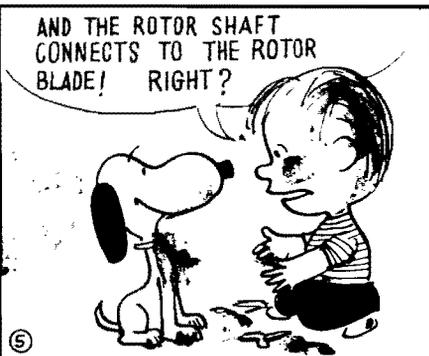
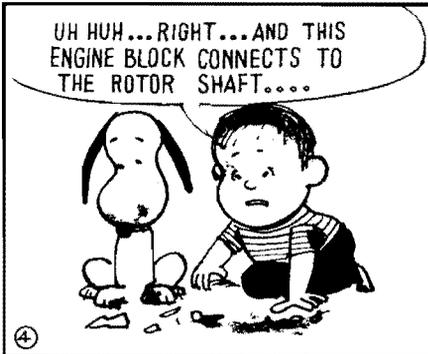
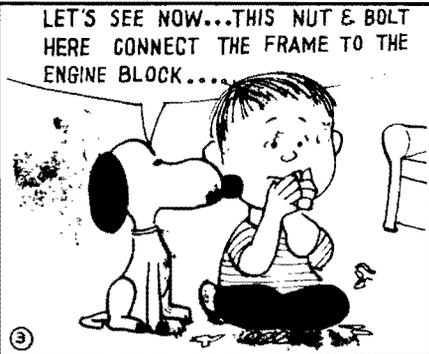
"I was to learn later in life that we tend to meet any new situation by reorganizing — and a wonderful method it can be for creating the illusion of progress while actually producing confusion, inefficiency and demoralization."

Petronious Arbiter - 210 B. C.

(These weighty words of wisdom were discovered at our Vientiane Base. — ED.)

#### AIR HISTORY (Item 18)

October 5, 1905. Orville Wright piloted his biplane 24.2 miles in 38 minutes 3 seconds — for an average speed of 38.2 mph. — at Dayton, Ohio.



CARTOONS BY SHULTZ; REDRAWN BY SPA DENNIS B. BOLDEN; WORDS BY JOHN H. BOLDEN - INTERNAL AUDITOR.