

DATE	FLIGHT	AIRCRAFT FLOWN					DUAL TIME						SOLO TIME			REMARKS OR INSPECTOR'S SIGNATURE, TEST NUMBER AND RATING
		MAKE OF AIRCRAFT	TYPE	REGISTRATION CERTIFICATE NUMBER	MAKE OF ENGINE	H. P. OR THRUST	AS PILOT IN COMMAND			AS COPILOT			AS STUDENT			
							INSTRUMENT	DAY	NIGHT	INSTRUMENT	DAY	NIGHT	INSTRUMENT	DAY	NIGHT	
TOTAL												TOTAL SOLO TIME				
CERTIFY THAT THE ENTRIES ARE TRUE AND CORRECT												AMT. FORWARD				
												GRAND TOTAL				

AIR AMERICA LOG

VOL. IV NO. 8

KADENA, OKINAWA

1970

MESSAGE FROM MANAGEMENT

Merry Christmas and Happy New Year

11月 25 日 12月 1日

சனவரி 1 1970

क्रिस्मस च नववर्ष

クリスマスと新年

おめでとうございませう

"Kính Mừng Lễ Giáng Sinh và Năm Mới"

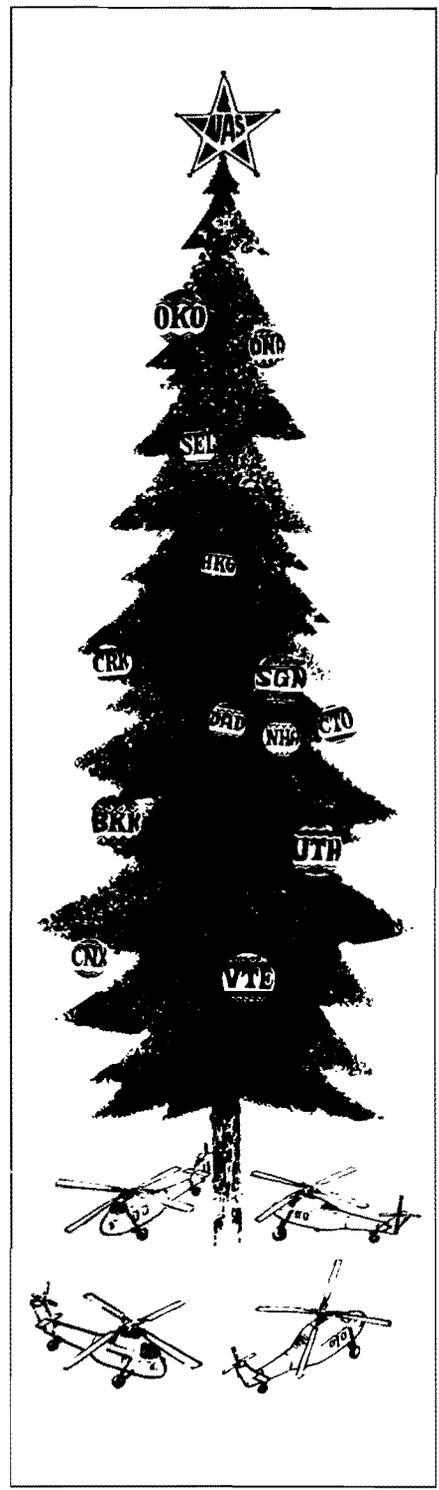
축성환
즉신년

MALIQUÁYANG PASKO' AT MASAGÁNANG BĀGONG

เมอววิคิธมาด - 1

သက္ကရာဇ် 1970

新 聖
禧 恭 誕 敬
賀 祝 祝



COGENT COMMENTARY

I didn't have a very happy childhood, either . . .

But nobody worried very much about it. I was too busy, I guess — cutting lawns, shoveling snow, running errands, delivering packages for 10 cents, selling newspapers, doing housecleaning for my mother, and going to school. I passed my grades, too; if I hadn't, I'd have had the hide strapped off me.

No one concerned himself about my amusements, either. What fun we had, we made. But if we did any damage, like breaking a window in a ball game, we paid for it by working it out.

We never heard these modern phrases like "standard of living," "subsistence level," "minimum requirements." Our standard of living was whatever my father (and after I was about 12, my father and I) earned. I don't suppose people "understood" me and if I had said so, my mother would have asked, "Why should they?" And certainly no one ever gave a thought to my "problems." They were mine, weren't they? Mine to solve. Why should I expect anyone else to bother?

If my father was laid off, we stopped spending on anything but food, and a lot less of that. My dad spent every waking hour looking for work — any work. We lived on savings and when they were gone, we moved in with relatives. If there had been no relatives, when every penny and every salable asset was gone, we would have gone to the only place left — the County Poor House — but that would have been an admission that we couldn't take care of ourselves.

You'll notice in this true story of a typical American family of a few years back, I'm not talking about privileges nor happiness. I guess we didn't have much. But we had something that was infinitely more important, infinitely more rewarding — we had self-respect, because whatever we had, however little it was, **we earned**.

It seems to me that is why America is the strong nation it is today — and it will stay strong only as long as there are enough Americans more interested in **earning** than in **getting**.

Courtesy: Warner & Swasey Co.



Flooded AAM hangars.



UDORN FLOOD

The city of Udorn, in central Thailand, recently suffered one of the worst floods in its history; the magnitude of the catastrophe can be seen by the pix on these two pages.

AAM's Base suffered virtually no damage as a result of the high water since only relatively small areas of the Base were flooded to any depth.

The salient point was the great damage the flooding did to roads leading to the Base from downtown Udorn and from the surrounding countryside which seriously impeded the ability of AAM employees to get to work. Result was a slight production slow-down for about three days.

To meet flight schedules and make sure certain key personnel could get to work, UH-34 helicopters were pressed into taxi service. Centrally-located areas in Udorn, which were known to be high and dry, were preselected as rendezvous points for those employees to be air-taxed to our Base.

The most frequent comment heard was: "This IS the way to come to work!"

* * * * *

The memorandum reproduced below is self-explanatory — ED.

MEMORANDUM

TO : All Departments - Air America Base DATE: 23 August 1952

FROM : MURPHY CDR, 36. (425-477-45)

SUBJECT: COMMUNICATIONS

On several occasions during the previous week's session, flooded conditions in and around Udorn have created situations which have impeded base operations, impaired transportation, and generally endangered communications of Air America's important mission.

I take this opportunity to personally express my thanks and appreciation to all those members of Air America, Udorn, who, with little or no regard for their own comfort or convenience, continued work as usual in the face of such difficulties, by virtue of their assigned duties and responsibilities, serious difficulties and discomforts were called upon to undertake a larger measure of support than usual. I particularly wish to acknowledge the assistance rendered by the Supervisors and members of the General Maintenance, Traffic Control, Transportation, Fleet Wing Maintenance and Safety Wing Maintenance Squadrons and the Fleet Wing.

It is gratifying to be assured once again that the power "On-Off" system still operates.

All Department Heads and Supervisors are requested to pass along this memorandum to all those working under their direction.

C. J. SANDER, JR.



Biking and pumping in front of AAM's Traffic Terminal.



Downtown Udorn's Sawadee (Welcome) Circle — with double arches — completely surrounded by flood waters.

"YOU CANNOT FLY WITHOUT SUPPLY"



Flood makes a "canal" between Shaps/Office build-
(l.) and Facility Maintenance Shop (r.).



Flood causes monumental traffic jam in downtown Udorn.



4 picking up passengers from high ground
near the Udorn railway station for transportation
to UTH Base during flood.



Pedicabs and motorbike negotiate watery Udorn street.



Aerial view of washed out main highway and
flooded countryside near Udorn Royal Thai Air
Force Base.



Graceful pirogues stand by during Udorn flood.



Looking over a cutaway aircraft engine used for mechanic training are (l. to r.): Dr. Yeh, professor; Mr. Huynh Cong Can; the late Mr. Hal Harper, DTT; Mr. Tran Van Bot; Mr. Ngo Van Sieng, and Mr. Nguyen Van Bo, APM/SGN.

SMART TRAINEES

The current class of 25 South Vietnamese trainees are distinguishing themselves by making exceptionally high grades in the various courses they are taking — some of the highest ever made at the Technical Training Division. The class will graduate in February, 1971.



Mr. Nguyen Van Bo, APM/SGN (center) introducing Mr. Tran Van Bot (left) and Mr. Huynh Cong Can (partially hidden, right) to the South Vietnamese trainees at a reception and dinner given in honor of the visiting South Vietnamese dignitaries by Mr. Wueste, VPIS/TNN.



Posing in front of Air Asia's Overhaul Shops building are the South Vietnamese trainees, Technical Training Division personnel, and the visiting South Vietnamese dignitaries (center, standing).



Mr. Tran Van Bot (right, nearest camera) has an informal chat with the South Vietnamese trainees over refreshments.



Mr. Tran Van Bot (standing, right) addressing the South Vietnamese trainees and their instructors.



VIETNAMESE VIPS VISIT AAAL/TAINAN

Earlier this year, a delegation of three top Republic of Vietnam government dignitaries flew from Saigon to Tainan — via Taipei — to observe at first hand the training of 25 South Vietnamese mechanics at the Main Maintenance Base of Air America's subsidiary, Air Asia Company Limited. The South Vietnamese government officials who visited Tainan were: Messrs. Tran Van Bot, Director of Cabinet, Ministry of Labor; Huynh Cong Can, Director of Vocational Training, Ministry of Labor; and Ngo Van Sieng, Secretary General, Ministry of National Education. The dignitaries were accompanied by Mr. Nguyen Van Bo, our Assistant Personnel Manager at Saigon.

After arriving in Taipei, the three government officials paid a courtesy call on the Vietnamese Ambassador to Taiwan; they then visited Air Asia's Taipei headquarters where they were given an extensive briefing of the Company's history, development and operations by Mr. Hugh L. Grundy, President.

The officials and Mr. Bo then proceeded to Tainan, in the southern part of Taiwan, where they were greeted at Air Asia's Main Maintenance Base by Mr. Al Wueste, Vice President Technical Services, and those Division Directors on his staff who were concerned with the facets of Air Asia's operation of direct interest to the South Vietnamese dignitaries.

After an extensive tour of all of MMB's facilities, the visiting officials observed in action the 25 South Vietnamese trainees who are undergoing a one-year training program, officially labelled International Line Service Mechanic Course. The dignitaries were impressed with Air Asia's training methods and modern training facilities and also with the initiative and positive attitude of the students towards the training program.

Mr. Bot, spokesman for the visitors, delivered a speech to the students in which he stated that the trainees were indeed fortunate to receive such fine training with outstanding training aids, facilities and high quality instructors, and that Air Asia should be commended for its contribution toward the development of aviation in Taiwan and the Far East.

Mr. Bot went on further to say that Air America was the first foreign company in Vietnam to develop an overseas training program on such a scale, and expressed hope that other companies in Vietnam would follow its fine example.

The three dignitaries, and Mr. Bo, then flew back to Saigon after a farewell dinner given them in Taipei by Mr. Grundy.



Lao Government dignitaries await the arrival of their King and Queen at Wattay Airport, Vientiane. They are (l. to r., foreground): His Excellency Phoui Sananikone, President of the National Assembly; His Highness Prince Souvanna Phouma, Prime Minister of Laos; General Ouane Rathikone, Commander in Chief of the Lao Armed Forces; and Mr. Ouday Sananikone, Chief of Protocol, Ministry of Foreign Affairs.



JAL's DC-8 ready to receive the royal party at Wattay Airport. On either side of the cockpit are the flags of Laos (left) and Japan (right). The Air America boarding ramp has just been positioned by the plane's forward access door.



Group of some 36 pretty Lao festival dancers, scheduled to perform native dances on Lao Day at Japan's Expo '70, await signal to board the JAL DC-8 to take them to Osaka. SRTM "Scotty" Camburn is at left.



AAM ASSISTS LAO KING AND QUEEN

At the request of the Agency for International Development/Laos, Air America personnel at our Vientiane Base provided ground handling services for their Royal Lao Majesties, King Sri Savang Vatthana and Queen Khampoui, and their official party when they departed from Vientiane's Wattay Airport aboard a Japan Air Lines' DC-8 to attend Expo '70 at Osaka to fulfil their commitments at Lao Day at Japan's World Exposition.

AAM's Manager of Technical Service Jack Pearsall, and his staff converted an existing Air America work stand to make it high enough to service a DC-8. A red carpet, bordered on each side by roped, brass stanchions was furnished by Air America to add an air of distinction to boarding their Majesties and party.

An MA-1 jet starter was borrowed from the U.S. Air Force at Udorn, Thailand, and flown to Vientiane in an Air America C-123K specifically to handle their Majesties' aircraft.

Senior Traffic Manager R. J. "Scotty" Camburn and his staff handled baggage and cargo for the flight and also assisted JAL's Regional Manager, Captain M. Hosada, in matters of customs and manifesting.

Despite overcast skies and a drizzle of rain, their Majesties, their official party of 12, plus some 36 pretty Lao festival dancers — who were to perform at Expo '70 — experienced little inconvenience and no delay in departing on JAL's DC-8, the first pure jet aircraft to use Wattay Airport's newly extended runway — now 9,538 feet long including a 3,000 foot extension funded by the Japanese Government.

AIR AMERICA LOG ★ AKLAT SULATAN NG AIR AMERICA



Their Royal Lao Majesties, King Sri Savang Vatthana and Queen Khampoui, (under arrows) are escorted to their aircraft by JAL's Regional Manager, Captain M. Sada. Note red carpet and roped, brass stanchions supplied by Air America.



Their Royal Lao Majesties, guided by Captain Hosada, prepare to board JAL's DC-8 via Air America's specially-made boarding ramp.



Holding a decorative bouquet of flowers, Her Majesty Queen Khampoui, followed by His Majesty King Sri Savang Vatthana, mount Air America's boarding ramp to begin flight from Vientiane to Osaka and Expo '70.

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

AIR AMERICA SAFETY MEMO

S A F E

is a **NICE** four letter word



AIR AMERICA LOG

Editor

George L. Christian, III

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EDITOR'S EDEN

(or: shortie squibs from here & there)

THE SILENT MAJORITY?

This issue of the Air America LOG marks over three years of continuous publication of the newsletter.

We have spent innumerable hours wondering what our readers — some 5,000 of them — think about our newsletter: good? bad? indifferent?

Whatever it is, our readers remain almost totally silent. We are beginning to wonder: are we publishing the LOG for "The Silent Majority?"

Or will someone put pen to paper and tell us what they think: good? bad? indifferent? — ED.



FIFTH THAI CAPTAIN

The Thai pilot training program on UH-34 helicopters at Air America's Udorn, Thailand Base is paying handsome dividends. Of seven Thai pilots who joined the Company on 1 March, 1970, three have completed their check-out flights as pilots-in-command and have been up-graded from First Officer to Captain. The third pilot of this group to be up-graded is Captain Van U-Muang; the two classmates of his who were just recently up-graded are Captains Sompong Maneewun and Manus Disoum (Air America LOG, VOL. IV, No. 7, p. 7).

Captain Van U-Muang graduated from Flying Training School at Korat, Thailand, in July, 1955, then joined the Royal Thai Air Force for whom he flew until coming to Air America in March of 1970.

The first two Thai pilots to check out on AAM UH-34s are "oldtimer" Captains Boonrat Com-Intra and Boonchoo Na Nakornphanom who joined the Company in 1966 and 1967 respectively; they are both participating actively in flight training the Thai student pilots.



New Thai UH-34 Captain Van U-Muang (l.) being congratulated by Captain Phil Goddard, Air America's Acting Chief Pilot, Rotary Wing, Udorn, in front of a UH-34.



Thai UH-34 Captain and Instructor Pilot Boonrat Com-Intra standing by a UH-34.



Thai UH-34 Captain and Instructor Pilot Boonchoo Na Nakornphanom in the cockpit of a UH-34.