AIR AMERICA LOG

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AIR AMERICA'S NEWEST CHOPPER

Air America is acquiring five "new" helicopters; that is, the power is new — the airframe is old.

The five choppers are Sikorsky UH-34D (commercial designation is S-58) machines which Air America's Udorn, Thailand, Base is converting to the S-58T configuration; this involves the substitution of twin turboshaft engines — combined in a Twin-Pac — for the existing single piston engine.

Keynote of the Twin-Pac conversion is simplicity. Changes are required in only two areas of the helicopter:

1. **In the engine compartment:** changes involve structure to accommodate the Twin-Pac; air intakes and firewall; clamshell doors.

2. **In the cockpit:** changes involve engine instruments; engine controls.

The rest of the chopper's structure and systems remain virtually unchanged as do the operating limitations on the machine's dynamic components.

It is estimated that the conversion will require approximately 3,000 man/hours per aircraft. Conversion of the fleet of five choppers is scheduled to begin in early 1971 and should be completed by the end of July.

The Twin-Pacs, being furnished by Sikorsky Aircraft Division of United Aircraft Corporation, consist of a pair of PT6T-3 turboshaft engines, produced by United Aircraft of Canada Limited, which drive a combining gearbox; it has a single output drive of 1,800 shaft horsepower. (The formerly-installed Wright R-1820-84 piston engine developed 1,525 maximum horsepower.)

The combining gearbox reduces engine rpm. from 33,000 to 6,600 turns. It also contains a pair of overriding clutches, a torquemeter for each turbine, and an independent oil system to assure maximum reliability during emergency single-engine operation.

This gearbox drives a second, angle change gearbox which further reduces rpm. from 6,600 to 2,804 turns.

In the event of an engine failure, the S-58T can maintain level flight on a standard day at 7,000 ft. at maximum endurance speed of 68 k. at its full gross weight of 13,000 lb. on single engine.

The S-58T conversion program will receive considerable in-put from AAM's subsidiary, Air Asia Company, Limited, in Tainan, Taiwan. This will involve such items as the design and manufacture of special tooling and test equipment for the S-58T in coordination with Udorn, overhauling components peculiar to the conversion of the S-58T — such as the Twin-Pac engines, angle change gearbox, etc., and overall engineering backup.

The conversion program is under the direction of Captain R. D. Davis, Pilot-Engineer, Rotary Wing, UTH, who has been named Project Manager of the undertaking.

S-58 WEIGHT COMPARISON

	TWIN-PAC	R-1820
POWERPLANT	708	1387
GEARBOX	341	—
INSTALLATION	192	341
CLUTCH	—	93
OIL COOLER	52	87
STRUCTURE	559	326
	1852	2234

NET PAYLOAD INCREASE . . . 382 POUNDS

In addition to the net payload increase of 700 lb., an additional bonus is realized since the R-1820 cooling fan — not required with the Twin-Pac — absorbed about 55 hp. from the piston engine.

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

AIR AMERICA LOG ★ エア・アメリカ・ロッグブック

New DC-4/DC-6 inflatable escape slide being deployed from AAM DC-4 N12190. In aircraft doorway (l. to r.): Captain Margaret Breasure, 902 AMES, and H. F. Little, FOTD/OKO. On the ground (l. to r.): Al Pitts, STS/OKO, and AAM Inspector E. Fujishima.

AAM & AMES COOPERATE

by: Homer Little, FOTD/OKO

Recently the 902nd AMES (Air Aeromedical Evacuation Squadron) joined hands with Air America to conduct a flight safety and air evacuation training class which was held at the 902nd Headquarters Building, Yokota Air Base, Japan.

Highlight of the meeting was a demonstration of the new, DC-4/DC-6 inflatable escape slide on Air America's DC-4, N12190.

In the future, the 902nd expressed a desire to participate in Air America's wet ditching exercises and other recurrent Company training procedures.

Summing up the meeting, Lieutenant Colonel Louis Architect, Commander of the 902nd AMES, and Captain Carrol R. Bloomquist, Deputy Commander, expressed praise for the service Air America had performed in the past. "It seems," said Colonel Architect, "that Air America always manages to deliver our patients on time, in time and in any type of weather."

All in all, this joint program was highly successful and further cemented relations with a contented customer.

"Get Set!" Captain Breasure ready to evacuate plane via escape slide; behind her is T/Sgt. J. R. Kotts.

"Go!" Captain Breasure reaches end of slide as T/Sgt. Kotts follows.

Full view of new entrance gate to the Royal Thai Air Force Base at Udorn.

Base of new entrance gate showing acknowledgment to Air America.

* * * * * *

"Dang" seated in UTH Operations Office holding microphone for VHF communications equipment.

AAM/UTH HELPS RTAF TO BUILD NEW GATE

Recently, the Commander of the Royal Thai Air Force Base, Udorn, Thailand, Colonel Jaru Sanguanphokai, proposed to the Air America, Udorn, Base Manager that a new vehicular and pedestrian gate be constructed at the entrance to the RTAF Base.

The gate, serving Air America and the southwest area of the base, was then two lanes, the road was blacktop and without traffic control gates or pedestrian walkways. As a large amount of traffic transits this gate each day, there were peak periods when it was not unusual to have vehicles backed up onto the main highway causing traffic jams and generally dangerous conditions.

The Base Commander proposed that Air America contribute its engineering "know-how" and coordinate the efforts of local contractors enlisted by the Base Commander to make his proposal a reality.

Planning coordination was required, not only with all the participating contractors, but also with a road builder who was in process of establishing grades for the construction of a new, off-base main highway.

The new gate project was completed in slightly more than two months.

When completion of the Konkaen-Udorn Highway Construction Project, finishing touches were accomplished on the new gate to ensure safe and efficient traffic handling.

Although officially designated as Royal Thai Air Force Gate No. 3, this entrance now is much more popularly known as the "Air America Gate."

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"DANG'S" PROGRESS

Mr. Vilaiphol Rerngchai, more familiarly known as "Dang" was hired by AAM/UTH as an Office Boy in 1966. "Dang" soon attracted much favorable attention as he performed his many tasks with unfailing good humor.

It soon became apparent "Dang" possessed more than the usual amount of determination to increase his value to the Company. He let no opportunity escape to learn more about his job as well as the responsibilities of others.

Soon, "Dang" proved his capacity for growth by filling a vacancy on the AAM switchboard. Simultaneously, he devoted much of his own time to on-the-job training as a Flight Watch Clerk to which position he was officially assigned in early 1968.

Next step was promotion to OD Clerk, a job he now performs well and from which we have every reason to believe he will move on to new and greater responsibilities.

RICE DROP IN LAOS

46-MILLION LB. A YEAR

Air America has been moving rice in Laos since 1961. In 1970, we moved approximately 46,000,000 pounds of commodities — mostly rice, but also some salt, canned beef and other foodstuffs.

The pix on these pages show what the activity in the aircraft (C-46) looks like during a rice drop.

* * * * * *

PHOTO CAPTIONS:

1. Two pallets of rice are positioned at open door of a C-46, ready to drop. Each plywood pallet carries nine 40-kilo bags of rice — note that the bottom two bags are lashed to the pallet to drag it down, out of the way of the stabilizer. The rice is triple-bagged in burlap to prevent rupture upon impact with the ground.

2. Out it goes! First pallet is clearing the aircraft and second is about to follow as Air Freight Dispatchers (AFDs) Chanthadara, Phomma and Thongkham (back to front) put their shoulders to the task. Each wears the required parachute. Note static lines above each pallet which will untie a slipknot to undo securing ropes which allows the bags to fall free of the pallet to reduce chance of breakage on impact.

3. Second pallet of rice is pushed from the plane as quickly as possible to get it into the DZ (Drop Zone). Leaning into their work are AFDs Chanthadara and Phomma.

4. Instant the two pallets clear the aircraft, all three Air Freight dispatchers watch the rice bags free-falling to see if they land in the DZ.

5. Still looking out of the C-46, the three AFDs watch rice bags impacting on the DZ.

6. AFDs Chanthadara (l.) and Thongkham (r.) still looking out at the DZ while AFD Phomma starts to pull himself up with his safety line.

7. Close-up. AFD Phomma strains as he pulls himself up with his safety line while AFD Thongkham smiles — apparently pleased with the rice drop. In foreground AFD Chanthadara is partially obscured by plane's structure.

8. DPRA/Editor Christian observes DZ after completion of rice drop.

ELECTRONIC GRADS

The five men shown above constitute the first class to graduate from a newly established Basic Electronics Course at Air America's Base at Wattay Airport, Vientiane, Laos.

They are, (l. to r.): Mr. Gia Loc (Vietnamese); Mr. T. Vixay (Lao); Mr. P. Somsatian (Thai); Mr. V. Vongsavanh (Lao); Mr. T. Vongnoukoun (Lao).

The men are all Mechanics III Cl. and all are employed in the Technical Services Division's Airborne Electronic Service Unit, where they are performing quite well, according to Vientiane management.

Chiang Mai-based AAM Porter PC-6/C banking steeply on mission over rugged terrain of North Thailand.

"A PLANE IS NO BETTER THAN ITS MAINTENANCE"

AIR AMERICA PERSONNEL IN


Mr. David H. Hickler, Base Manager, BKK.


Mr. Robert V. Davis, Manager-Airport, Don Muang, BKK.


Miss W. Tulyayan, Secretary to the Base Manager, BKK.


Mr. C. Wongphiseskul, Supervisor of Security, BKK.


Miss S. Leepatanapan, Accountant, BKK.

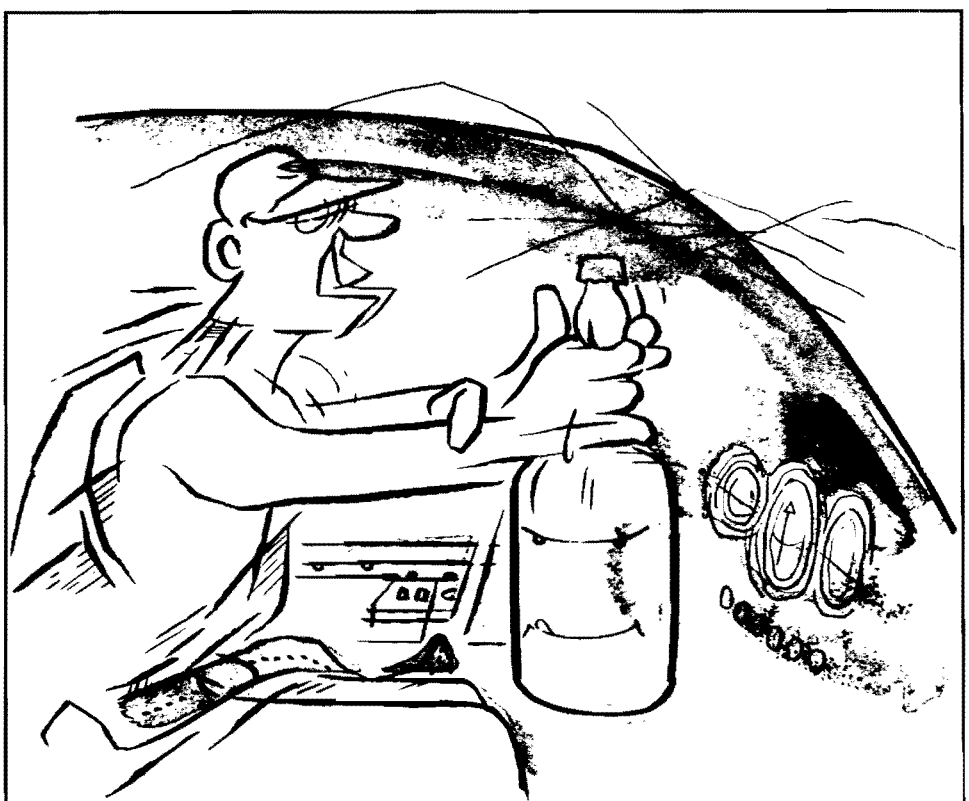

Mr. P. Bunyasrie, Accounting Representative, BKK.


Mrs. M. Rojanapenkul, Clerk I in Passport and Visa Section, Personnel Office, BKK.

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

OPERATION OF SST AIRCRAFT AS SET FORTH BY THE UNITED STATES AIR SERVICE

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motors leaking.
3. Don't turn sharply when taxiing. Instead of turning short, have someone lift the tail around — if possible.
4. In taking off, look at the ground and in the air.
5. Never get out of a machine with the motors running until the pilot relieving you can reach the engine controls.
6. Pilot should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of the machine is prohibited.
8. In case of engine failure on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Do not trust altitude instruments.
11. Learn to gauge the altitude of the machine, especially on landing.
12. If you see another machine near you, get out of its way.
13. No two trainee pilots should ever ride together in the same machine.
14. Never run motors so that blast will blow on other machines.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins or tail slides will be indulged in as they unnecessarily strain the machine.
18. If flying against the wind, and you wish to turn and fly with the wind, don't make a sharp turn near the ground. You might crash.
19. Motors have been known to stop during a long glide. If the pilot wishes to use motors for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. You must not take off or land closer than 50 feet to the hangar.
23. Never take a machine into the air until you are familiar with its controls and instruments.
24. If emergency occurs while flying, land as soon as you can.
25. Do not use aeronautical gasoline in cars and motorcycles.



If you're going to belt the bottle,
DON'T touch the throttle!

AIR AMERICA LOG

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"CAUTION IS THE OLDEST CHILD OF WISDOM"

EDITOR'S EDEN

(or: shortie squibs from here & there)

IMPORTANT POINT

A flight crew is not only a flight cr it's a team — **a very important team.**

ADVANCING AIRCRAFT TECHNOLOGY

The world's largest airplane — the Lockheed C-5 Galaxy — has a gross weight of 765,000 lb. which is approximately a thousand times heavier than the 750 lb. Wright Flyer (AAM LOG VOL. IV, No. 5, p. 1), the first powered heavier-than-air machine to fly, which the Wright brothers piloted in 1903. Yet, because of the great technological advances made in the intervening years, the wing span of the C-5 (222 ft. 8½ in.) is less than six times that of the Wright Flyer, and the C-5's wing area (6,200 sq.ft.) is only 12 times as large, according to the manufacturer.

DONNING A PHANTOM

A pilot doesn't get into a Phantom — he puts it on, according to an F-4C pilot. He is attached to his craft by two hoses, three wires, lap belt, shoulder harness and two calf garters to keep his legs from flailing in case of a high-speed bailout.

Courtesy: Air Force and Space Digest

WOULD YOU BELIEVE . . .

During the 1931-32 Big Depression, Lockheed Aircraft Company was purchased by a small group of men for a reported $40,000.00, according to an article in a recent FAA AVIATION NEWS. Current value is estimated to be in excess of $300-million.

AIR HISTORY (Item 20)

November 12, 1906. A prize put up by the French Aero Club for the first public airplane flight in Europe was won by Alberto Santos-Dumont, a Brazilian, who piloted his flying machine a total of 38 meters at Bagatelle, not far from Paris.

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"SAFETY IS NO ACCIDENT"