

DATE	FLIGHT		AIRCRAFT FLIGHT				DUAL TIME						SOLLO TIME			EDWARDS CA (PILOT'S) SIGNATURE (DATE) NUMBER AND GRADE		
	FROM	TO	TYPE OF AIRCRAFT	CLASS	REGISTRATION EXERCISES NUMBER	BASE OF OPERATIONS	HOURS OF FLIGHT	AS FLIGHT COMMANDER			AS CO-PILOT			AS STUDENT				
								PRELIMINARY	DAY	NIGHT	PRELIMINARY	DAY	NIGHT	INSTRUMENT	DAY		NIGHT	

# AIR AMERICA LOG

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## EDITORIAL

### THE MEANEST MOTHER

*Courtesy: The American Women's Club, Vientiane, Laos.*

I had the Meanest Mother in the whole world. While other kids ate candy and other sweets for breakfast I had to eat cereal, eggs or toast. Where others had pies and cakes for lunch, I had soup or sandwiches. You may guess, my supper was different from the other kids too. But at least I wasn't alone in my sufferings. My sister and brother had the same Mean Mother I did.

My Mother insisted upon knowing where we were at all times. You'd think we lived in a prison. She had to know who our friends were and what we were doing. She insisted, if we said we'd be gone one hour, that we be gone one hour or less. Not one hour and one minute.

I'm ashamed to admit it but she actually struck us. Not once, but each time we disobeyed or did as we pleased. Can you imagine some one actually hitting a child for this? Now you can begin to see how mean she really was. But the worst is yet to come.

We had to be in bed by nine each night and up early the next morning. We couldn't sleep till noon like our friends. While they slept, my Mother actually had the nerve to break the Child-Labor Law. She made us work! We had to make beds, wash dishes, pick up our things, learn to cook, sew, clean, and all sorts of cruel things. I think she lay awake nights thinking up mean things to do to us. She always insisted upon our telling the truth, the whole truth and nothing but the truth, even if it killed us. And it nearly did.

By the time we were teen-agers, she was much and our life became even more unbearable. None of this tooting the horn of a car for us to come running. She embarrassed us no end by making our dates and friends come to the door to get us. I forgot to mention, while my friends were dating at the mature age of 12 and 13, my old-fashioned Mother refused to let me date until the age of 15 or 18. 15, that is, if I dated only to go to a school function, and that was maybe twice a year.

My Mother was a complete failure as a mother. None of us has ever been arrested, divorced, or beaten his mate. My brother has served his time in the service of his country. Look at all the things we missed. We never got to march in a protest parade or take part in a riot, burn draft cards, and a million and one things that our friends did. And whom do we have to blame for the terrible way we turned out? You're right, our Mean Mother. She forced us to grow up into God-fearing, educated, honest adults.

Using this as a background, I am trying to raise my three children. I stand a little taller and I am filled with pride when my children call me mean. Because, you see, I thank God he gave me the Meanest Mother in the whole world.

*This was written by one of our members, who chooses to remain anonymous.*

*The above has nothing to do with airplanes. But it has a great deal to do with people — children people. We feel the message is loud and clear and apt. That's why we are printing it. — ED.*



First formal up-grading of a First Officer to Captain. Vientiane-based John M. Bannerman receives his Captain's wings, four-stripe epaulettes, and cap from Captain Donald E. Teeters, SCP (System Chief Pilot). Shown are (r. to l.): Captains Teeters; Bannerman; Wyche, Senior Instructor Pilot, C-123K; Rhyne, Chief Pilot, VTE, C-123K in background.



## WING PRESENTATION CEREMONY CREATED BY VPFO OFFICE

Probably the most significant single event in the career of an Air America pilot is his promotion from First Officer to Captain. As so aptly put by Mr. J. W. Walker, Jr., VPFO: "...The advancement indicates that the pilot has proven his professional qualifications and his capability to cope with and accept the ultimate responsibility of a pilot — that of being an aircraft Captain. The promotion is also indicative of the Company's faith in the individual's qualifications and in his ability to accept this responsibility."

In recognition of the importance of the event of "making Captain," Air America recently established a procedure for a wing presentation ceremony so that the newly-

earned wings (and four-stripe epaulettes and Captain's cap — complete with "bamboo") are presented to the new Captain by his Chief Pilot or by other high-ranking Company personnel — such as SCP, VPFO or President — should they be available.

The first Air America pilot to be up-graded from First Officer to Captain under the new, formal system was Vientiane-based John M. Bannerman who was recently checked out as a C-123K Captain by Senior Instructor Pilot W. E. Wyche. Since Captain Donald E. Teeters, Director Flying Division, happened to be in Vientiane when Bannerman completed his last check ride, Captain Teeters, as the senior Flight Operations person in Vientiane, made the brief, dignified presentation.

Also present at the ceremony were Captains James H. Rhyne, Chief Pilot, VTE, and W. E. Wyche.

A similar ceremony will be performed throughout the Air America system each time a pilot is up-graded to Captain.

Prior to the institution of this wings presentation ceremony, when an Air America pilot was up-graded to Captain, he was so notified and simply went to Supply and drew out his Captain's wings, cap and four-stripe epaulettes — period.

# AIR AMERICA LOG ★ エア・アメリカ・ログブック

## TWIN BEECHES NEVER DIE — THEY JUST FLY ON

NOTE: The Twin Beech (or Model 18) — in three different configurations — carried its share of the burden for Air America in Southeast Asia during its day. AAM's high watermark for Twin Beeches occurred in August, 1967, when we operated a total of 34 of the aircraft; 9 C-45s, 12 ten-twos, and 13 Volpars. The following brief history of the Beech 18 was excerpted from an article "The Twin Beech Flies On" by Robert J. Monissey, which appeared in the Summer, 1970, issue of United Aircraft's publication BEE HIVE. — ED.

The Twin Beech has quite an extraordinary history.

- It was in continuous production for 33 years — the longest production run of any aircraft in aviation history.
- A total of 9,388 of the aircraft was manufactured.
- At least 33 variations of the original Model 18A were produced.

• Some 30 of the world's Air Forces are still flying the Twin Beech in some configuration.

In 1935, aviation pioneer Walter H. Beech had achieved success with his versatile, single-engine Model 17 biplane, known as the Staggerwing. But Beech knew that his Company — Beech Aircraft Corporation, Wichita, Kansas — could not grow with only a single airplane design. After a survey of potential customers, Beech ordered his Chief Engineer, Ted Wells, to design a passenger airplane that would be rugged, uncomplicated, comfortable, and easy to fly. Beech foresaw the need for a plane that would have a high cruising speed, large payload and low landing speed plus good performance and high reliability.

The first Model 18A flew in January, 1937.

But leadership in the aviation world would come slowly for the Twin Beech. United States airlines at that time required larger, heavier equipment. Small feeder lines were almost non-existent. And few private operators could afford a twin-engine aircraft in those post-depression days.



Original Beech Model 18A, 1937.

So the early Twin Beech markets were found primarily outside the U. S.; in Canada, for example, where feeder lines served territories far from rail and airline routes. The sturdy, simple, design of the Twin Beech was ideally suited to the rugged flying conditions to which the plane was subjected — and sales grew.

A milestone was established in 1940 when, with Walter Beech aboard as co-pilot a new version of the plane, the 18S, equipped with Pratt & Whitney R-985 engines, sped to an easy victory in the MacFadden Trophy Race. Average speed was 234.09 mph. over a 1,084-mile course from St. Louis, Mo. to Miami, Fla. It was the most impressive victory ever registered by a commercially licensed airplane in open competition.

During World War II, Beech produced military aircraft only; production at the Wichita plant rose to 10 — 12 aircraft a day.

After the war, commercial production of the Twin Beech was resumed and the aircraft went through many model changes. Among them was the ten-two — so called because the plane's maximum take-off weight was increased to 10,200 lb. from the previous limit of 8,750 lb.

In February, 1966, Volpar received certification on a Turboprop conversion of the Beechcraft Model 18. With the installation of the Volpar Turboprop kit, plus a Volpar Tricycle Landing Gear kit, ground handling, short field takeoff, rate of climb, cruising speed and single engine performance of the aircraft were vastly improved. Air America is presently using the Volpar conversion in Southeast Asia. The conversion of these aircraft was accomplished in Taiwan by AAM's subsidiary, Air Asia Company Limited, with the technical assistance of a Volpar team.

The last ten Twin Beech aircraft to be built by the Beech Aircraft Corporation were completed in the fall of 1969 and delivered to Japan Air Lines.



AAM C-45



AAM TEN-TWO



AAM VOLPAR

"YOU CANNOT FLY WITHOUT SUPPLY"



## LAO MECHANIC TRAINEES TAKE OFF FOR TTD IN TAINAN

A group of 22 Lao mechanic trainees about to embark on a Royal Air Lao DC-4 at Vientiane.

The trainees are bound for Tainan, Taiwan, where they will undergo a one-year aircraft maintenance training program, labelled Line Service Aircraft Mechanic Course, given by the Technical Training Division of Air America's subsidiary, Air Asia Company whose Main Maintenance Base is at Tainan, Taiwan.

A week after the group arrived in Tainan (in November, 1970), they were joined by three other trainees to boost the class total to 25 men.

At the base of the loading ramp, Base Manager Jim Cunningham (in white shirt) shakes hands with trainee group leader Thong Marivong, wishing him and his group good luck.



## VIENTIANE SAYS "LA GOHN" TO TM R. J. "SCOTTY" CAMBURN

"Scotty" Camburn, who has been Traffic Manager at Air America's Vientiane, Laos Base for over five years, was recently transferred to the same position of Air America's facilities at Yokota Air Base, Japan.

At the left, you see a smiling, suave Scotty marching between two files of Vientiane Traffic Department employees who lined up to bid him "La Gohn" as he was about to depart Vientiane's Wattay Airport to accept his new assignment. He is followed by his wife Eunice (in green dress) and daughter Claire (with blonde hair).

Flowery decoration Scotty is wearing around his neck is called a "Phouang Malai" in Lao. According to the best information we could get, a Phouang Malai "...symbolizes about the same thing as a Hawaiian Lei (without the kiss) given by friends on the occasion of arriving or leaving."

Mr. Camburn was replaced as TM/VTE by Mr. A. R. "Al" Brau, a four-year veteran, who had been Traffic Manager at Yokota.

Purpose of the switch was to give both men broader knowledge of the traffic function Company-wide.

\* "La Gohn" (pronounced "La Kon") means "good bye" in Lao.

## AAM UP-GRADES TPE 331-25 ENGINE TO 2,800 HOURS TBO

Air America's Vientiane Base recently set a milestone by operating an AiResearch TPE 331-25 turboprop engine exactly 2,800 hours TBO (Time Between Overhaul) on a Porter PC-6/C N357F. Air America's previously approved TBO for this type of engine was 2,500 hours. Thus, Company Technical Services personnel at Vientiane have contributed significantly to up-grading the TPE 331-25 engine to a stage of development where the powerplant will operate safely and successfully to 2,800 hours TBO.

Shown in pic of the right, standing in front of N357F, are the Vientiane-based men primarily responsible for this significant achievement (l. to r.): Jack A. Pearsall, MTS/L\*; Joe Mahusay, Crew Chief; Arden Davis, SA/MTS/L.\*\*

\* MTS/L = Manager, Technical Services/Laos.

\*\* SA/MTS/L = Special Assistant/Manager, Technical Services/Laos.







**DANANG**

## DAD'S NEW TERMINAL

Air America's Passenger Terminal at Danang, South Vietnam, was completely renovated and refurbished during the latter part of 1970. The face-lifting, which took two months, resulted in a Terminal which is a far more pleasant place for our passengers to arrive in or depart from while simultaneously providing more agreeable surroundings for Air America employees in which to work.

Furthermore, the newly renovated structure is a more efficient Terminal allowing Company personnel to take care of passenger needs more expeditiously than before.



### PHOTO CAPTIONS:

1. Interior of newly renovated Air America Passenger Terminal at Danang looking west to east showing new counter with scale. Just beyond counter is door to Traffic Manager's office. On wall past door is a 1:250,000 map of the northern section of South Vietnam; included around the map are 8" x 10" color photos of the seven major airfields in South Vietnam serviced from Danang Station. Door in far wall is to the office of the representative of CORDS (Civil Operations for Revolutionary Development Support).
2. Front exterior view of Air America's Passenger Terminal at Danang.
3. Entrance to the Passenger Terminal looking east to west towards the loading gate.
4. Seven Air America Traffic Agents standing in front of the new Danang counter. They are (l. to r.): F.L. Lacamana, Assistant Traffic Manager; F.S. Velasco, Traffic Representative A; N. Ba, Traffic Agent I; T. Man, Traffic Agent I; P. Lan, Traffic Agent II; N. Chau, Traffic Agent II; N. Loc, Traffic Agent II. Behind the Traffic Agents is the Air America Flight Movement Board.

# AIR AMERICA PERSONNEL IN (FLIGHT OPERATIONS DEPARTMENT)



The Royal Thai Air Force Flying Club Hangar at Don Muang Airport, Bangkok, which houses AAM's Flight Operations Offices.



Air America's Flight Operations offices in hangar at Don Muang Airport.



Mr. A. C. "Roger" Kiang, AAM Operations Manager at Don Muang Airport.



AAM Operations Office, Don Muang Airport.



Mr. S. Siriwatana, AAM Radio Operator at Don Muang.



Mr. C. Manusjan, AAM Radio Operator.



## AIR AMERICA MEDICAL MEMO

### THE COMMON COLD—VIRTUALLY INEVITABLE

Courtesy: Medical Department

"The only sure things on Earth are death and taxes."

This small aphorism, while partially true, has one glaring flaw. There's also a third surety, just as unpopular as the other two, and no more discriminating in its choice of victims: the common cold.

While there are some individuals who seem to "keep a cold," normally, neither the average nor the cold-prone person is in danger of anything more harmful than a "miserable feeling." For as bad as it is, the cold is not incapacitating, rarely lasts more than a week or so, and is the most reliable social excuse in human society.

The cold has been the subject of medical research for many years. We've known since 1914, for example, that it's caused by a filtrable virus. But we don't know how many cold viruses there are, how long the virus is carried in the respiratory track, or exactly what the conditions of transmission are.

Nor can we say with certainty that all colds result from viruses. It is quite probable that sporadic, non-communicable colds are due to bacterial infection.

This much we do know: (1) virtually all colds are highly communicable, (2) there's a greater incidence of colds during the winter, (3) they appear to be transmitted directly by droplet infection, (4) chilling, in the absence of a primary infecting agent, won't cause a cold, (5) no effective cold vaccine has been developed, (6) there is no cure.

Nor is there any proof that very much can be done to prevent a cold. Exposure to sunlight, proper nutrition, extra vitamins, fresh air — none of these has any effect on one's susceptibility to the cold. Even the immunity the body generates during an infection is short-lived and uncertain.

Since there is no cure for the cold, treatment is designed to relieve symptoms and to prevent complications. Rest (preferably bed rest) and plenty of fluids are two old remedies that help, while symptomatic relief usually can be obtained with aspirin. For adults, particularly if a cough is present, codeine is helpful (in a syrup or tablet).

It is doubtful that antihistaminic drugs influence the course of a cold, although they may relieve the catarrhal symptoms. Nose drops or an amphetamine inhalant will open swollen nasal passages, but these agents should not be used more than once in four hours.

A word of warning about treatment. The routine use of antibiotics should be avoided. First, because there is no evidence that antimicrobial drugs have any effect on cold viruses. Second, from indiscriminate use the individual may develop a sensitivity to the drug.

However, if there is an elevation of temperature or other evidence that a complication is developing (secondary bacterial infection), the use of antibiotics may be indicated. Obviously, your doctor should be consulted before an antibiotic (or any other prescription drug) is taken.

Don't make a smear



Lower the gear

## AIR AMERICA LOG

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\*\*\*\*\*  
"CAUTION IS THE OLDEST CHILD OF WISDOM"

### EDITOR'S EDEN

(or: shortie squibs from here & there)

#### SCORES OF SUPER SABRES

Air America's subsidiary, Air Asia Company Limited, has overhauled 1,642 F-100 Super Sabre jet fighter-bombers in the 11½ years at its Main Maintenance Base ... Tainan, Taiwan.

The last F-100 to go through MMB was delivered to the U.S.A.F. in November, 1970.

Courtesy: THE AIRASIAN

#### FLYING FEMALES SAFER THAN MALES

In 1968, when the ratio of female private pilots to males was 1 to 24, the ratio of women pilots involved in accidents versus males was 1 to 39. With fatal accidents, the ratio jumped to 1 to 70. So, it would appear that your chances of surviving an airplane ride are about three times as good with a girl driver than with a male pilot.

Courtesy: FAA AVIATION NEWS

#### BOEING'S BIG BIRDS

From their start in air commerce years ago, Boeing jetliners now make up 51 per cent of the jetliners flying in the Free World. They are flown by 109 local, regional, national and international airlines in 51 nations, according to the manufacturer.

#### AIR HISTORY (Item 21)

August 1, 1907. An Aeronautical Division was established in the Office of the Chief Signals Officer, United States Army, "to study the flying machine and the possibility of adopting it to military purposes." The Division consisted of one officer, Captain Charles Chandler, and two men.

The United States Army's Signal Corps was originally responsible for military aviation in the U.S.A. Probable reason was that a balloonist in the Civil War, Thaddeus S. Lowe, sent his observations to the ground by telegraph. He was a civilian and the Signal Corps officer, to whom Mr. Lowe's telegraph was connected by a wire hanging from the balloon's basket, was militarily speaking, "in charge" of the ballon.