

| DATE | FLIGHT | | AIRCRAFT FLOWN | | | | DUAL TIME | | | | | | SOLID TIME | | | REMARKS OR INSTRUCTOR'S SIGNATURE, GRADE, THROAT AND RATING | | | |
|--|--------|----|------------------|------|---------------------------------|----------------|-----------------|---------------------|-----|--------------|-----------|------------|------------|------------|-----|---|-------|--|--|
| | FROM | TO | MAKE OF AIRCRAFT | TYPE | REGISTRATION CERTIFICATE NUMBER | MAKE OF ENGINE | H. P. OR THRUST | AS PILOT IN COMMAND | | AS CUI PILOT | | AS STUDENT | | INSTRUMENT | DAY | | NIGHT | | |
| | | | | | | | | INST/GRND | DAY | NIGHT | INST/GRND | DAY | NIGHT | INST/GRND | DAY | NIGHT | | | |
| <h1>AIR AMERICA LOG</h1> | | | | | | | | | | | | | | | | | | | |
| <p style="text-align: center;">TOTAL: _____</p> <p style="text-align: center;">AMT. FORWARDED: _____</p> <p style="text-align: center;">ISSUED: (DATE) _____</p> <p style="text-align: center;">I CERTIFY THAT THE ENTRIES ARE TRUE AND CORRECT.</p> | | | | | | | | | | | | | | | | | | | |

MESSAGE FROM MANAGEMENT

USAID CONFLICT OF INTEREST PROVISION

Courtesy: Office of VP-LAW

All of Air America's contracts with United States Agency for International Development (USAID) missions in Laos, Vietnam and Thailand recently have been amended or are in the process of being amended to include the following provision restricting employee investment in the Far East:

"Conflict of Interest — U. S. Foreign Assistance Program

Other than work to be performed under the contract for which an employee is assigned by the Contractor, no employee of the Contractor shall engage, directly or indirectly, either in his own name or in the name or through the agency of another person, in any business, profession, or occupation in Laos, Cambodia, Thailand, Vietnam, Hong Kong and Taiwan, nor shall he make loans to or investments in any business, profession, or occupation in said places except as specifically approved in writing by USAID and the Contractor."

This provision closely follows Air America's Personnel Manual provision on this subject.

Employees are advised to consider the contract provision as a condition of their employment as all USAID contracts also contain a provision granting USAID the right to insist upon dismissal of any Company employee from the contract if USAID determines that such is in the best interest of the U. S. Foreign Assistance Program.

Restrictions in this area not designed to interfere with the employee's freedom to manage his own affairs but flow from the fact that the Company and, more importantly, its customers, are cast in the role of sponsors of the employee's presence in a foreign country. In different areas this sponsorship entails varying privileges for the employee — insulation from local taxes, duty-free imports, etc. — which may be jeopardized as to all employees by commercial activities outside of those underlying the original sponsorship.



Twenty-five Vietnamese students who graduated recently from the International Line Service Mechanic Course given by Air Asia Company Limited's Technical Training Division in Tainan, Taiwan. Some members of the class achieved unusually high grades. Air Asia is a subsidiary of Air America.



VIETNAMESE TRAINEES COMPLETE COURSE

by: **T. P. Chao, SGEU/TTD/TNN***

Earlier this year, twenty-five Vietnamese aviation trainees — all Air America employees — successfully completed a one-year International Line Service Mechanic Course given by Air Asian Company Limited's Technical Training Division at the Company's Main Maintenance Base in Tainan, Taiwan. They were sent there by AAM which pays for all pertinent costs involved.

Traitees from several different countries have taken similar courses given by the TTD in the past; however, this was the first group of trainees from South Vietnam to come to TTD where some of the group obtained very high grades.

All students took their studies very seriously. As compared with previous international groups, this class attained a most outstanding achievement. Five South Viet-

namese students attained an average grade over 90. They were Messrs. Nguyen Van Toan, Ho Phoc Tai, Nguyen Manh Thanh, Trinh Quang Hoa, and Nguyen Ngoc Lan. Among the students of all previous international classes, only three of them attained average grades over 90.

The objective of TTD's Line Service Mechanic Training Course is to train inexperienced personnel to be aircraft maintenance mechanics by familiarizing them with a working knowledge of the principles and practices of aircraft and aircraft powerplant maintenance. During the past year the Vietnamese class successfully completed 54 individual courses; they spent over 1,000 hours on academic subjects, about 850 hours on practical training, and they took some 440 hours of Technical English training.

To become a qualified aircraft mechanic takes years of working experience, and graduation from this course does not necessarily make the trainees competent mechanics. They need more on-the-job training when they return to their home station. However, because of their year-long training at Tainan, the men will be much more knowledgeable and dependable than untrained mechanics. The group's next stage of training has been well planned and arranged by AAM's Technical Training Unit at Saigon.

* Supervisor-General Education Unit/Technical Training Division/Tainan.

AIR AMERICA LOG ★ エア・アメリカ・ログブック

UDORN



COMMENDATION



EMBASSY OF THE
UNITED STATES OF AMERICA

Vientiane, Laos

February 12, 1971

Captain Philip Goddard
Air America
Vientiane

Dear Captain Goddard:

I have been informed that you're about to leave Laos and return to more pacific pursuits. After your many years of outstanding and creditable service in Laos, your rest is more than merited.

Many times you have risked your life to save Laotians and Americans. Your conduct has been an inspiration to the younger and less-experienced pilots and the spirit that you and your associates have always shown is part of the cement that binds the Laotian people to ours. Your conduct always has been to the credit of your country and I am personally extremely grateful for everything you have done toward achieving our national objectives in this country. "Well done" is more than appropriate and I wish to take this occasion to wish you bon voyage.

All the best,

As ever,

G. McMurtrie Godley
Ambassador

UDORN



MADRIVER PLA CHORN

by: S. T. Jordan, Captain/VTB/UTH

Udorn is probably the only Air America facility anywhere in the world which has a river — however small — running through its premises and thus provides our personnel with a built-in fishing facility. The facility is put to good use as can be seen in the pix below.

Captain Sam T. Jordan is seen holding a local fish caught in Udorn's Madriver recently; weight was about one kilo, or 2.2 pounds. The local Thai name of this fish is Pla Chorn, commonly referred to as Snake Head by the American personnel.

This fish is native to all Southeast Asia, including the Philippines and Indonesia. It is believed to reach a size of about 20 pounds when fully grown. It is valued commercially in Thailand and is sold dried



Captain Jordan proudly shows off the 1-kilo Pla Chorn he hooked recently in Udorn's Madriver (shown in the background).

(salted) or fresh. Being very tenacious of life, it will live in a bucket of water for several days.

It is a distant relative of the Lung Fish. During the hot season, it will hibernate in the dried mud of lakes, ponds and klongs until the advent of the rainy season when it will emerge again as the surrounding mud begins to soften.

Locally the fish is served in a hot spicy stew with plenty of ginger and pepper.

As a game fish, it is not a spectacular fighter, although it is quite a strong puller. It is commonly caught using live frogs or minnows, but it will readily take small plugs, spinners, and other artificial lures.

Angling for this species has afforded numerous hours of sport for many Company personnel along the banks of the Madriver. (AAM LOG, Vol. III, No. 7, p. 3)



Captain Philip C. Goddard, former Chief Pilot, Rotary Wing, Udorn, who is currently on leave of absence, is the person about whom Ambassador Godley wrote the above Letter of Commendation. Captain Goddard's home is in Christ Church, Barbados.



Captain John D. Ford, who succeeded Captain Goddard as Chief Pilot, Rotary Wing, Udorn, when the latter recently left Udorn on leave of absence. Captain Ford, who was originally from Texas, now claims Orlando, Florida, as his State-side home.



YOKOTA



AAM AT YOKOTA

The above aerial view of Yokota Air Base, Japan, shows the locations of various Air America installations at that facility. They are: 1. Air America Maintenance and Traffic area; 2. Parking area for AAM DC-4s and DC-6s; 3. Parking area for other aircraft;

4. Hangar 95, which houses offices of General Manager/Japan plus such departments as Flight Operations, Accounting, Personnel, Traffic and Clinic.

Length of main runway in center of photo is 11,000 ft. Yokota is about 20 miles west-northwest of Tokyo.



Air America's Basketball Team in Vientiane, Laos.

Back row left to right: N. Valenzuela, Mech. I, RGMD, (Captain); D. De Jesus, Mech. I, RMD; C. Malicsi, Mech. I, ED; L. Greco, (Muse); D. Granada, ATM, TFC (Coach); V. Ibay, Mech. II, RMD; P. Magalong, Mech. I, ED.

Seated 2nd row left to right: J. Luna, Leadman II, RGMD (Co-manager); G. Lemque, Mascot; J. Hidalgo, Accountant, (Manager).

Kneeling 1st row left to right: N. Lemque, Mech. I, RMD; D. Espera, Mech. I, RMD.

Not in picture: J. C. Munoz, Mech II, Utility; R. T. Miranda, Mech. I, ED; W. M. Munez, Mech. II.



AAM'S VIENTIANE BASKETBALL TEAM

Air America's Filipino basketball team

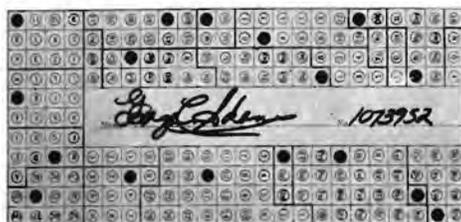
placed second in the first Filipino basketball tournament ever to be held in Vientiane, Laos. Ironically, of the six teams entered, the only outfit to beat Air America's team — named "Jets" — was "The Proud Birds" of CASI (Continental Air Services, Inc.), our friendly competitor in Laos and other areas in Southeast Asia.

Air America's "Jets" won four out of the five games they played while CASI's "Proud Birds" won all five of their games.

Our team was made up of 13 players, including player/coach D. Granada, plus co-

manager J. Luna, and Manager J. Hidalgo, a diminutive Mascot, G. Lemque, and a charming "Muse," Miss L. Greco.

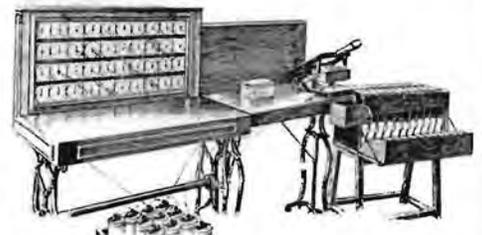
Note: we wondered at the use of the word "Muse" for a girl who, in America, would probably be called the team's "Queen." So we consulted our THE AMERICAN HERITAGE DICTIONARY OF THE ENGLISH LANGUAGE and discovered that, among several definitions of the word "Muse," is: "a source of inspiration." A glance at Miss Greco immediately reveals the aptness of the word as used by our Filipino employee/players. —ED.



1890 STYLE COMPUTER

The earliest "computer" punch card (left) measured 3 x 5½ inches, had only 24 columns for recording data, and was hole punched with an ordinary ticket punch.

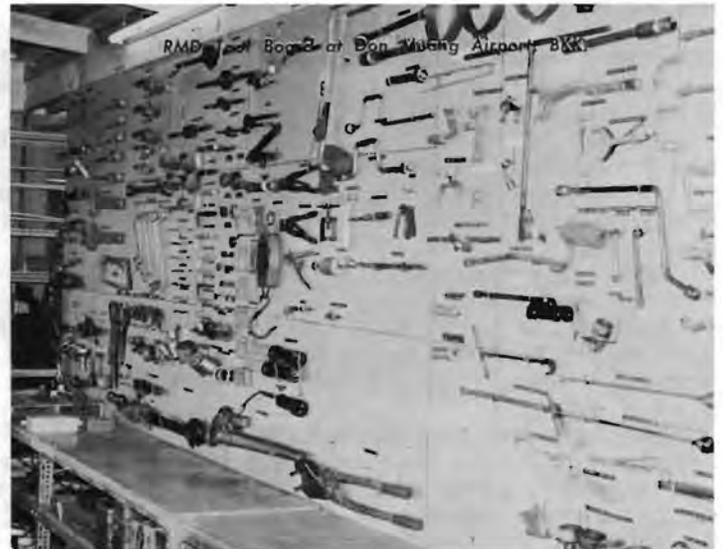
The card was designed for use with a battery-powered electric tabulating machine (right), which was developed by Dr. Herman Hollerith for processing data for the 1890 census in the United States.



AIR AMERICA PERSONNEL IN (REGIONAL MAINTENANCE DEPARTMENT)



AAM GMD Shop, Don Muang Airport, BKK.



RMD Tool Room at Don Muang Airport, BKK.



Mr. S. Jatanasooop, Chief Mechanic at Don Muang Airport, BKK.



AAM RMD Office, Bangkok. At left is Clerk II, V. Ithivongsuphakul.



Mr. S. Mooksrilai of Communications Maintenance Department, Don Muang Airport, BKK.



Two ED/BKK employees of Communications Maintenance Department busy in their Shop. Left is S. Mooksrilai, CMD Mech II, right is C. Hongtong, AED Mech II.



Mr. C. Hongtong, AED Mech II, in the Bangkok Electronics Maintenance Shop.

AIR AMERICA SAFETY MEMO

COMPRESSED AIR CAN BE A HAZARD

(Extracted from Aviation Mechanics Bulletin, Mar.-Apr. 1970 issue)

Courtesy: AIRASIAN

It's a proven fact: compressed air is potentially dangerous, even to the point of agonizing death!

For instance, a blast of air at 40 psi. pressure can rupture an eardrum at a distance of four inches; and worse yet, it can cause a brain hemorrhage and be fatal.

At 40 pounds, such an air jet can drive metal chips and other debris at speeds of 70 miles an hour or more; at higher pressures, even faster.

When directed into the mouth, it can rupture lungs and intestines. Aimed at the eyes, it can induce permanent blindness.

Directed against the skin, compressed air can damage the surface tissue so as to resemble a burn — quite apart from any dirt, fragments or chips that can be driven forcibly into the flesh.

Safety goggles should always be worn when using compressed air, but the danger is to more than just to the eyes.

Apart from the hazards of not using an air hose with due precaution, there are two other dangerous practices. One is using air for the wrong thing. There is a constant temptation, it seems, to use an air jet to blow dust, dirt and other debris out of the hair or off of clothing.

Safety authorities repeatedly warn that this should never be done. The danger of suddenly ruining the ears and eyes is obvious; but, there is even a further danger to be aware of. If there is even the slightest scratch or puncture of the skin, air can be driven into the flesh causing swelling and agonizing pain. It is quite easy, in this case, to force the injection of air bubbles into the blood vessels. In so doing, the results are nearly 100% fatal!

Ironically, the worst damage — and certainly the most inexcusable — happens, not really intentionally, from workers engaging in horseplay. It is sheer stupidity for a so-called prankster to turn an air hose onto a fellow worker. Information documented from various sources reveals that this sort of thing has happened — and continues to happen — thus contributing to the maiming or even death of some victims. The question is, when will people learn and stop this lethal mishandling of high pressure air?

Yes, it's just air, but air driven at an extremely high velocity. So is a typhoon "just air," deadly air.

fooling around with compressed air (or with any high pressure gas) could place you, or perhaps your fellow worker and friend, on the next obituary listing.

AIR AMERICA LOG

Editor

George L. Christian, III

Published by:

AIR AMERICA INC.

APO San Francisco 96239

"CAUTION IS THE OLDEST CHILD OF WISDOM"

EDITOR'S EDEN

(or: shortie squibs from here & there)

ALTITUDE RECORD — 1918.

A Navy HS-21, flown by Ensign P. H. See, flew to a barograph-recorded altitude record of 11,300 ft. Ensign See reports that the aircraft climbed steadily to 9,000 ft... "but after that most of the gain was made by 'zooming.'" Date: 1918.

CABLE WIT

In the quite voluminous cable traffic which crosses our desk each day, rarely do we find a message which scintillates with such whimsical wit as does the second of the two cables printed below; they came from the facile pen of BM/VTE. The two messages were in reply to a request of mine: "How do you say 'goodbye' in Lao?" — ED.

"ORD DPRA TPE

A71 YOUR 290700. GOODBYE OR FAREWELL IS SPELLED PHONETICALLY 'SEUN PAI DI' AND IS OFTEN FOLLOWED BY 'KO-HAISOK KAN'. GOOD LUCKLM HOPE THIS DOES IT. BM VTE 291005"

The above was soon followed by this gem:

"ORD DPRA TPE

A71 BELAY MY LAST TRANSMISSION OF THIS DATE ON PROPER PHRASING OF GOODBYE IN LAO. SINCE NOBODY DOWN HERE EVER SAYS 'GOODBYE' EYE HAD TO GO TO HOLY WRIT, NAMELY THE LAO-ENGLISH DICTIONARY, FOR MY ANSWER, BUTTRESSED BY THE SAGE OPINIONS OF MY DRIVERS TWO. THE FINAL ANSWER IS 'LA GOHN' FOR GOODBYE. IT IS ACTUALLY PRONOUNCED AS THOUGH IT WERE 'LA-KON' BUT PHONETICALLY IT IS SPELLED AS ABOVE. THE SPURIOUS TRANSLATION EYE SENT YOU EARLIER FAILS TO STAND THE TEST OF LOCAL USAGE. SHOULD MENTION THAT THE SAME PHRASE 'LA GOHN' IS COMMONLY USED FOR 'GOOD-NIGHT.' ERGO, 'LA GOHN' MRS. CALABASH, WHEREVER YOU ARE. BM VTE 291400."

AIR HISTORY (Item 22)

January 13, 1908. Piloting a Voisin airplane, French aviation pioneer made a circular flight of about one mile, averaging 54 mph., at Issy, France.

"I'm Your Stewardess, Miss Gray; Our Pilot Is Capt. Nelson and Your Marshal Is Mr. Dillon!"

