

| DATE  | FLIGHT |      | AIRCRAFT FLOWN  |      |                         |                |                 | DUPLICATE TIME      |       |                 |       |              |       | SCHEDULE TIME |     |        | REMARKS OR SUPERVISOR'S SIGNATURE (INITIALS NUMBER AND LETTERS) |  |
|---|--------|------|-----------------|------|-------------------------|----------------|-----------------|---------------------|-------|-----------------|-------|--------------|-------|---------------|-----|--------|---|--|
|   | CLASS  | TYPE | MAKE OR COMPANY | TYPE | REGISTRATION OR AIRLINE | MAKE OF ENGINE | NO. & OF CYCLES | AS FLYING COMMANDER |       | AS FLYING PILOT |       | AS ATTENDANT |       | PREVIOUS      | DAY | HEIGHT |   |  |
|   |        |      |                 |      |                         |                |                 | DAY                 | NIGHT | DAY             | NIGHT | DAY          | NIGHT |               |     |        |   |  |
| <p style="text-align: center;"><b>AIR AMERICA LOG</b></p>   |        |      |                 |      |                         |                |                 |                     |       |                 |       |              |       |               |     |        |   |  |
| <p style="text-align: center;">TOTAL: _____</p> <p style="text-align: center;">AIRCRAFT: _____</p> <p style="text-align: center;">DUPLICATE TIME: _____</p> |        |      |                 |      |                         |                |                 |                     |       |                 |       |              |       |               |     |        |   |  |

**MESSAGE FROM MANAGEMENT**

**MISCELLANEOUS CHARGES ORDER**

A new regulation went into effect on July 1, 1971, which affects virtually every Air America employee. Although all Employee Travel personnel are familiar with the new set-up, it is undoubtedly unfamiliar to many Air America people. We are, therefore, publishing below certain significant excerpts of the new regulations governing Miscellaneous Charges Order (MCO) with the hope that this information will be useful to our employees. If you have any questions, see your Employee Travel Department — ED.

"To keep abreast with the new practices of Airlines, effective July 1, 1971, Exchange Order (XO) Form 1299 will be replaced by Miscellaneous Charges Order (MCO) Form 1290-2 and Form 1290-4 furnished with 2 and 4 coupons respectively.

"Identical to the XO, the MCO is an all-purpose receipt which may be issued to collect for services rendered in connection with air passenger transportation.

"The advantage of MCO over XO is that MCO is a multi-coupon document which saves substantial handling time by both the issuing and accepting offices, and in turn it serves better the holder.

"MCO is governed by IATA Resolution 291,...

"Reservations Data (Sections 1, 2, 3, or 4): When type of service for which issued requires a reservation, and one has been sold or requested, enter details thereof in these boxes and indicate the status of the reservation in accordance with standard codes.

"Miscellaneous Charges Orders issued against a Vacation Travel Benefit balance will be limited to one unspecified order for the employee and each eligible dependent up to an amount not to exceed US\$280.00 for each person by name on any air carrier good for air transportation and excess baggage only. If the applicable individual Vacation Travel Benefit balance exceeds US\$280.00, an MCO made out to Civil Air Transport may be issued, if applicable, to the employee and to each eligible dependent by name upon request by the employee."

AAM South Vietnamese mechanic trainees greeted by Mr. Tran Van Bai, Director of Cabinet, Ministry of Labor, (arrow) as they deplane at Saigon's Tan Son Nhut Airport.



**TRAINEES RETURN**

Twenty-five South Vietnamese mechanic trainees—all AAM employees at Saigon—recently returned to Saigon after completing a one-year training program given by Air America's Tainan, Taiwan-based subsidiary, Air Asia Company Limited. They were greeted at Tan Son Nhut Airport by South Vietnamese VIPs. (AAM LOG, VOL. V, No. 3, P. 1.)



A group of smiling AAM South Vietnamese mechanic trainees at Saigon's Tan Son Nhut Airport with Mr. Tran Van Bai, Director of Cabinet, Ministry of Labor, (arrow 1), and Mr. Huynh Cong Can, Director of Vocational Training, Ministry of Labor, (arrow 2). Lady with microphone, in native ao-doi, is interviewing one of the trainees (left).



# AIR AMERICA LOG ★ エア・アメリカ・ロックブック



DANANG



Entrance to AAM's Passenger Terminal at Danang.

## AAM'S NEW DAD OFFICE

When Air America's Danang, South Vietnam, passenger facilities were completely renovated during the latter part of 1970, a smart new sign was erected over the passenger terminal entrance to tell our passengers that they had arrived at Danang, the second largest city in South Vietnam and one of its most northern centers of population. It is almost 400 statute miles north-east of Saigon.



YOKOTA



AAM firefighters at Yokota. (l. to r.): A. Habu, Supervisor-Major Supply, concurrently Fire Warden of Bldg. 1311; K. Harashima, Mech. II, RMD, concurrently Fire Warden of Hangar 95; Y. L. Chow, Security/Safety Rep., concurrently Area Fire Marshal for Air America; H. Hamada, Supervisor-Major PLNG-RMD, concurrently Fire Warden of Bldg. 1314.

## AAM YOKOTA GETS AWARD

by: Y. L. Chow  
Security/Safety Rep./OKO

Recently, Air America was presented a plaque by the Base Fire Department, Yokota Air Base, Japan, for its outstanding Fire Prevention Program. The Base's Chief Inspector, in his presentation speech, stated that Air America was being awarded the plaque for its constant efforts in the Fire Prevention Program. All of Air America's personnel at Yokota realize the importance of fire prevention and each individual is aware of his or her ultimate responsibility under the on-going Program.



Plaque awarded to Air America/Yokota.

At Yokota, all fire extinguishers are furnished by the Base Fire Department but the serviceability of these extinguishers is monitored daily by the Area/Unit Fire Marshal and the Building Fire Wardens appointed by the Company. The main duties of the Area/Unit Fire Marshal and Fire Wardens are working to eliminate fire hazards, indoctrinating personnel regarding fire consciousness, and complying with the Base Fire Regulations. In the event of a fire, he is responsible for the rapid and orderly evacuation of personnel from the involved structures. It is also mandatory that he attend the Quarterly Base Fire Meeting of Area/Unit Fire Marshals and Building Fire Wardens.

AAM assigned representatives have never been absent from any of these meetings since they were started some time ago.



UDORN

## UTH ACCIDENT-FREE CHOPPER PILOTS

Air America's Base at Udorn, Thailand has a group of accident-free helicopter pilots — all hired prior to 1963 — who represent a combined total of approximately 37,822 hours of accident-free helicopter flying with AAM, during a period of some 57 cumulative years of flying.

Such a record is worthy of note and exhibits the high degree of professionalism that these individuals are capable of offering to Air America's rotorcraft operations — often under unusually difficult conditions.

We would like to compliment these individuals and give them recognition for their

contribution towards making AAM's safety record something to be proud of.

At a later date, we will run another article and pix of a second accident-free group of UTH chopper pilots hired after 1963.



Udorn's accident-free chopper pilots (l. to r.): Captains Thomas A. Mohr, Billy L. Pearson, Julian S. Kanach, Jerome (Jerry) A. McEntee, and Harry R. Casterlin. Captain E. Wayne Knight, who belongs in this group of pilots, is not shown.

## LABORER TO LEADER

by: J. L. Forney, DTS/UTH

Shortly after being hired as a driver at Udorn in 1963, Chansak Lerdchanchai decided that he would like to learn a technical skill.

He requested and was granted a transfer into the Aircraft Maintenance Section. Having no previous experience, he had to start at the bottom as a Laborer in the Aircraft Paint Shop.



Chansak Lerdchanchai (left) supervises a mechanic painting the tail section of a UTH-based helicopter.

Udorn was growing rapidly in those days, and Chansak showed a lot of ambition and ability. In three months he was promoted to Artisan. He developed his English language skill and was able to use technical publications in carrying out work assignments.

Chansak was promoted to acting Lead Mechanic early in 1970 and to Lead Mechanic II this year. He supervises an all-Thai crew.



## TRAFFIC DEPARTMENT

Mr. Phasook Limpabandhu, Air America's Traffic Manager at Don Muang Airport, BKK.



Mr. Samran (Sam) Amramorn, Traffic Agent I, at Don Muang Airport, BKK.

Air America Traffic Counter at Don Muang Airport, BKK. AAM personnel shown (l. to r.) are: Thongberm Ruangcharoen, Utilityman; Surat Somboon, Traffic Agent III; and Pim Duangsmosorn, Utilityman.



**"NO COMMUNICATION, NO COMPANY"**

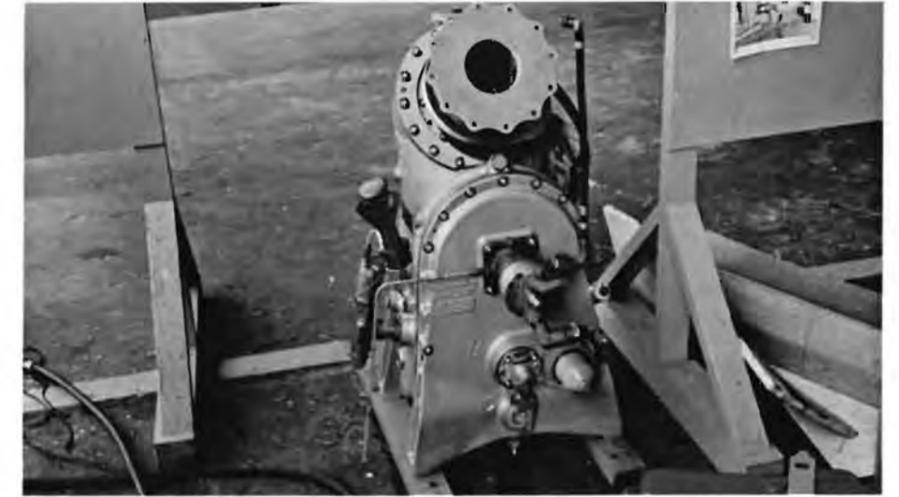
# UDORN CONVERTING FIVE UH-34DS TO S-58TS



1. Air America mechanics assemble a Twin-Pac powerplant prior to installation in an S-58T.



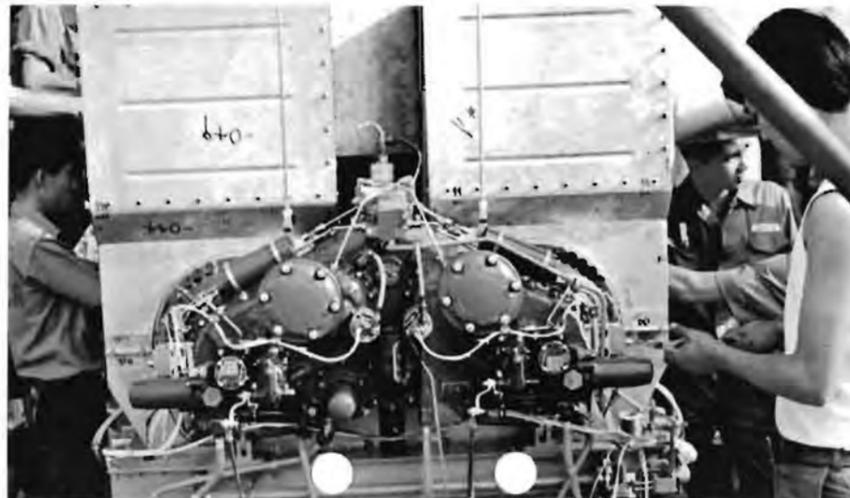
4. Air America mechanic personnel working on a Twin-Pac powerplant prior to installing it in an S-58T.



7. The S-58T angle change gearbox seen from the rear. This unit not only changes the drive angle but also reduces engine rpm.



2. Left side of a Twin-Pac powerplant for an S-58T being assembled at Udorn. Large duct at the top is twin exhaust outlet.



5. Front view of the Twin-Pac powerplant showing the combining gearbox. Unit at the top of the gearbox is the torque limiter; directly below it are the two torque transmitters.



8. An S-58T begins to take shape in Air America Udorn shops. Twin-Pac conversion nose and intake ducts are installed.



3. Air America leadman and mechanics prepare a Twin-Pac powerplant for installation in an S-58T.



6. Four S-58T oil coolers combined into a single package. One cooler is used for each of the two turbines; one for the combining gearbox, and one for the angle change gearbox.



9. Close-up view of the Twin-Pac engine intake air ducts.



## AAM'S S-58T WORKHORSE

The photographs on these two pages show Air America's first Sikorsky S-58T, twin

turbine-powered helicopter, XW-PHA, performing its first operational heavy lift. Air America's helicopter H-73 experienced an engine failure near Nong Khai, Thailand, where it landed. XW-PHA flew the failed engine back to Udorn for overhaul. This occurred while the S-58T was undergoing local evaluation and pilot/engineer Captain R.D. Davis, S-58T Project Manager, was conducting pilot training. The normal dry season dust problem is quite vividly depicted in some of the accompanying photos.

XW-PHA and four other piston-powered choppers were converted to turbine-driven machines in Air America's Udorn shops (AAM LOG, VOL. V, No. 1, p. 1 & No. 3, p. 4-5).

This conversion program is receiving considerable in-put from Air America subsidiary, Air Asia Company, Limited, in Tainan, Taiwan, Republic of China.



1. Downed H-73 attracts local citizens.



2. Engine being removed from H-73.



3. S-58T XW-PHA comes to H-73's aid.



4. H-73's faulty engine ready to be air-lifted to Udorn.



5. XW-PHA becomes airborne. H-73 in foreground.

**"A PLANE IS NO BETTER THAN ITS MAINTENANCE"**

# AIR AMERICA LOG ★ AKLAT SULATAN NG AIR AMERICA



6. XW-PHA heads for engine through cloud of dust.



7. H-73's engine being attached to XW-PHA's sling.



8. XW-PHA starts to lift faulty engine.



9. H-73's engine successfully slung under XW-PHA.



10. Close-up of airborne XW-PHA with slung engine.



11. XW-PHA and H-73's engine heading for Udorn.

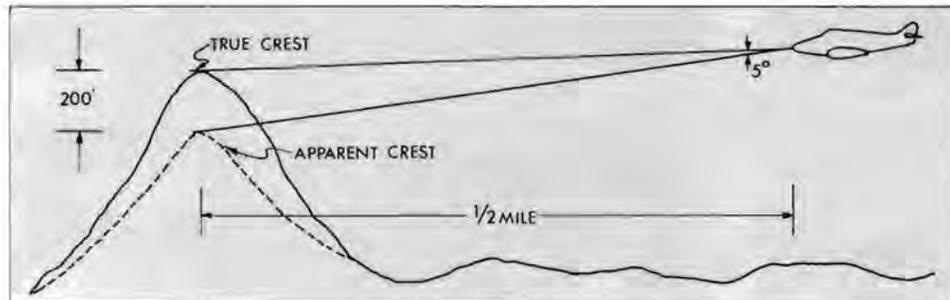
**"FIND A WAY YOU CAN—NOT A REASON YOU CANNOT"**

## AIR AMERICA SAFETY MEMO

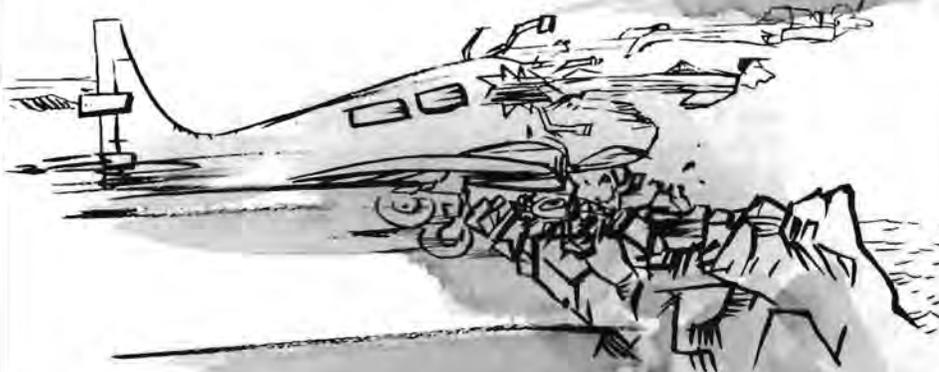
### FLIGHT IN RAIN

Courtesy of: *Flight Safety Foundation*

An error in vision can occur when flying in rain. The presence of rain on the windscreen of an aircraft, in addition to causing poor visibility, introduces a refraction error. This error is due to two things. First, the reduced transparency of the rain-covered windscreen which causes the eye to indicate a horizon below the true one (because of the eye response to the relative brightness of the upper bright part and the lower dark part) and second, the shape and pattern of the ripples formed on the windscreen, particularly on sloping ones, which cause objects to appear lower than they are. The error may be present as a result of one or another of the two causes, or of both, in which case it is cumulative, and is of the order of about 5 in angle or about 1 in 12. Therefore, a hill top or peak one half mile ahead of a plane could appear to be 200 feet lower than it actually is, as illustrated below.



**Preflight the plane? That's a laugh!**



**Now it's on their epitaph.**

## AIR AMERICA LOG

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

### IF YOU WORK FOR A MAN...

If you work for a man, in Heaven's name work for him. If he pays you wages which supply you bread and butter, work for him, speak well of him, stand by him and stand by the institution he represents. If you pinch, an ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn and eternally disparage...resign your position, and when you are outside, damn to your heart's content, but as long as you are part of the institution do not condemn it. If you do that you are loosening the tendrils that are holding you to the institution, and at the first high wind that comes along, you will be uprooted and blown away, and probably never know the reason why.

... **Elbert Hubbard**



### AIR HISTORY (Item 23)

May 16, 1908. The first successful recorded flight in Great Britain was made on this date. The flight was made by an American, Samuel F. Cody, of Birdville, Texas, who developed the airplane which made the flight. Its powerplant was a 15 hp. engine of French design whose original function was to propel the first British dirigible, also piloted by Cody. (The powerplant had to be returned to the dirigible occasionally for test purposes.)

The airplane's second flight on September 29, was longer than the first (78 yards). On October 16, Cody made a flight of 496 yards. This adventure ended with Sam Cody and his flying machine hung up in a stand of trees after he had achieved an altitude of 50-60 feet.

Miraculously, Cody was not badly hurt and enough of the airplane survived to rebuild it and re-equip it with a 50 hp. engine which incorporated ignition and carburation improvements.

Courtesy: **FAA Aviation News**

### CORRECTION: In AIR HISTORY (Item 22)

We unintentionally omitted the name of the French aviation pioneer who made a circular flight of about one mile, averaging 54 mph., at Issy, France. He was Henri Farman — **ED.**